

# On-Time Performance

February 2021



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Prepared by the Division of Strategic Planning & Performance

## On-Time Performance February 2021

This report presents an analysis of February 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 2015.

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

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

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

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

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

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

## Reporting Calculations for Temporary Schedules and Special Events

Planned construction projects or special events can adversely affect on-time performance. Metra occasionally publishes full temporary schedules, which supersede the standard published schedules, to inform riders of possible delays or modifications to regular service. Metra also may publish informational notices to accompany temporary schedules. On-time performance is calculated using the temporary schedules and any accompanying notices.

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

On Monday, March 23, Metra began operating alternate weekday schedules on all lines, except the Heritage Corridor (HC), to adjust for the reduced number of riders due to school closures, work-from-home mandates and other consequences of the coronavirus pandemic. Through the month of April Metra continued to operate regularly scheduled weekday service on the HC Line as well as normal weekend service. On May 4 Metra reduced weekday service on the HC, North Central Service (NCS) and SouthWest Service (SWS) lines, and on May 9 reduced Saturday service to Sunday service levels on all lines except the Metra Electric (ME), thus eliminating all SWS Saturday service. Metra increased weekday service on the ME on May 18 as required for implementation of the Positive Train Control (PTC) safety system on that line. Metra increased weekday service on the RI on June 15 and on the HC, NCS and SWS on June 29. As of July 4, Metra decreased 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. There was no change in the number of daily scheduled trains in September or October. Metra added four weekday UP-N trains and six weekday UP-NW trains on November 2. There was no change in the number of daily scheduled trains in December. Metra added two weekday MD-N trains and four weekday MD-W trains on January 11 and 10 weekday RI trains on February 1.

Under these alternate and modified schedules, Metra operated 408 scheduled revenue trains each weekday in February, which is a 41 percent reduction from Metra's normal weekday service of 692 scheduled revenue trains. Metra operated 181 revenue trains each Saturday in February, which is a 34 percent reduction from the 273 Saturday trains Metra normally operates. There has been no change in the number of Sunday trains. As a result of these reductions under the alternative schedules, Metra operated about 40 percent fewer revenue trains in February 2021 than in February 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  
February 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			
<b>BNSF</b>	480	42	91.3%	380	35	90.8%	860	77	91.0%	80	10	87.5%	80	7	91.3%	1,020	94	90.8%
<b>ME-ML</b>	400	18	95.5%	680	22	96.8%	1,080	40	96.3%	80	2	97.5%	80	0	100.0%	1,240	42	96.6%
<b>ME-BI</b>	140	11	92.1%	220	12	94.5%	360	23	93.6%		--			--		360	23	93.6%
<b>ME-SC</b>	<u>220</u>	<u>16</u>	92.7%	<u>540</u>	<u>13</u>	97.6%	<u>760</u>	<u>29</u>	96.2%	<u>80</u>	<u>2</u>	97.5%	<u>80</u>	<u>1</u>	98.8%	<u>920</u>	<u>32</u>	96.5%
<b>Subtotal</b>	760	45	94.1%	1,440	47	96.7%	2,200	92	95.8%	160	4	97.5%	160	1	99.4%	2,520	97	96.2%
<b>HC</b>	80	20	75.0%		--		80	20	75.0%		--			--		80	20	75.0%
<b>MD-N</b>	279	42	84.9%	321	43	86.6%	600	85	85.8%	72	4	94.4%	72	10	86.1%	744	99	86.7%
<b>MD-W</b>	<u>320</u>	<u>56</u>	82.5%	<u>400</u>	<u>55</u>	86.3%	<u>720</u>	<u>111</u>	84.6%	<u>72</u>	<u>4</u>	94.4%	<u>72</u>	<u>8</u>	88.9%	<u>864</u>	<u>123</u>	85.8%
<b>Subtotal</b>	599	98	83.6%	721	98	86.4%	1,320	196	85.2%	144	8	94.4%	144	18	87.5%	1,608	222	86.2%
<b>NCS</b>	80	25	68.8%		--		80	25	68.8%		--			--		80	25	68.8%
<b>RI</b>	400	48	88.0%	680	46	93.2%	1,080	94	91.3%	112	7	93.8%	112	4	96.4%	1,304	105	91.9%
<b>SWS</b>	140	18	87.1%	60	12	80.0%	200	30	85.0%		--			--		200	30	85.0%
<b>UP-N</b>	240	11	95.4%	560	40	92.9%	800	51	93.6%	72	4	94.4%	72	5	93.1%	944	60	93.6%
<b>UP-NW</b>	380	35	90.8%	480	49	89.8%	860	84	90.2%	84	12	85.7%	84	11	86.9%	1,028	107	89.6%
<b>UP-W</b>	<u>240</u>	<u>44</u>	81.7%	<u>440</u>	<u>85</u>	80.7%	<u>680</u>	<u>129</u>	81.0%	<u>72</u>	<u>5</u>	93.1%	<u>72</u>	<u>10</u>	86.1%	<u>824</u>	<u>144</u>	82.5%
<b>Subtotal</b>	860	90	89.5%	1,480	174	88.2%	2,340	264	88.7%	228	21	90.8%	228	26	88.6%	2,796	311	88.9%
<b>System</b>	3,399	386	88.6%	4,761	412	91.3%	8,160	798	90.2%	724	50	93.1%	724	56	92.3%	9,608	904	90.6%

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

Delays data for most recent month is final (03/23/2021) version from TOPS.

**Table 1.b: Scheduled Trains, Delayed Trains, and On-Time Performance by Service Period and Line  
January - February 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			
<b>BNSF</b>	960	48	95.0%	760	39	94.9%	1,720	87	94.9%	180	11	93.9%	200	7	96.5%	2,100	105	95.0%
<b>ME-ML</b>	800	19	97.6%	1,360	26	98.1%	2,160	45	97.9%	180	2	98.9%	200	3	98.5%	2,540	50	98.0%
<b>ME-BI</b>	280	12	95.7%	440	16	96.4%	720	28	96.1%		--			--		720	28	96.1%
<b>ME-SC</b>	<u>440</u>	<u>18</u>	95.9%	<u>1,080</u>	<u>15</u>	98.6%	<u>1,520</u>	<u>33</u>	97.8%	<u>180</u>	<u>3</u>	98.3%	<u>200</u>	<u>2</u>	99.0%	<u>1,900</u>	<u>38</u>	98.0%
<b>Subtotal</b>	1,520	49	96.8%	2,880	57	98.0%	4,400	106	97.6%	360	5	98.6%	400	5	98.8%	5,160	116	97.8%
<b>HC</b>	160	28	82.5%		--		160	28	82.5%		--			--		160	28	82.5%
<b>MD-N</b>	559	69	87.7%	631	73	88.4%	1,190	142	88.1%	162	7	95.7%	180	15	91.7%	1,532	164	89.3%
<b>MD-W</b>	<u>625</u>	<u>90</u>	85.6%	<u>795</u>	<u>71</u>	91.1%	<u>1,420</u>	<u>161</u>	88.7%	<u>162</u>	<u>9</u>	94.4%	<u>180</u>	<u>16</u>	91.1%	<u>1,762</u>	<u>186</u>	89.4%
<b>Subtotal</b>	1,184	159	86.6%	1,426	144	89.9%	2,610	303	88.4%	324	16	95.1%	360	31	91.4%	3,294	350	89.4%
<b>NCS</b>	160	34	78.8%		--		160	34	78.8%		--			--		160	34	78.8%
<b>RI</b>	700	53	92.4%	1,260	61	95.2%	1,960	114	94.2%	252	9	96.4%	280	9	96.8%	2,492	132	94.7%
<b>SWS</b>	280	23	91.8%	120	14	88.3%	400	37	90.8%		--			--		400	37	90.8%
<b>UP-N</b>	480	14	97.1%	1,120	48	95.7%	1,600	62	96.1%	162	4	97.5%	180	10	94.4%	1,942	76	96.1%
<b>UP-NW</b>	760	43	94.3%	960	61	93.6%	1,720	104	94.0%	189	14	92.6%	210	14	93.3%	2,119	132	93.8%
<b>UP-W</b>	<u>480</u>	<u>58</u>	87.9%	<u>880</u>	<u>115</u>	86.9%	<u>1,360</u>	<u>173</u>	87.3%	<u>162</u>	<u>5</u>	96.9%	<u>180</u>	<u>22</u>	87.8%	<u>1,702</u>	<u>200</u>	88.2%
<b>Subtotal</b>	1,720	115	93.3%	2,960	224	92.4%	4,680	339	92.8%	513	23	95.5%	570	46	91.9%	5,763	408	92.9%
<b>System</b>	6,684	509	92.4%	9,406	539	94.3%	16,090	1,048	93.5%	1,629	64	96.1%	1,810	98	94.6%	19,529	1,210	93.8%

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

Delays data for most recent month is final (03/23/2021) 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-Feb	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	93.5%	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	95.8%	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	90.6%	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	90.8%	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	97.0%	97.9%
	2021	99.0	90.8											95.0%	95.0%
	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	93.6%	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	98.3%	98.1%
	2017	95.6	98.9	98.3	98.9	98.7	97.1	98.7	98.5	98.2	98.3	97.8	98.4	97.2%	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	97.5%	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	93.7%	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	97.4%	97.7%
	2021	99.3	96.2											97.8%	97.8%
	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	96.9%	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	91.5%	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	94.1%	93.2%
	2018	86.4	90.7	90.9	95.2	73.4	87.1	93.9	93.2	96.2	88.8	87.8	90.7	88.4%	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	82.0%	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	91.2%	89.6%
	2021	90.0	75.0											82.5%	82.5%
	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	89.3%	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	94.7%	94.6%
	2017	95.3	95.6	96.5	96.1	95.9	93.4	88.4	93.1	90.4	93.9	94.8	92.4	95.4%	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	90.6%	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	86.9%	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	94.4%	95.8%
	2021	91.8	86.7											89.3%	89.3%
	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	92.5%	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	94.7%	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	93.1%	95.7%
	2019	92.3	91.9	96.4	95.7	95.5	97.0	96.7	96.0	96.2	95.5	91.0	96.1	92.1%	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	93.9%	94.7%
	2021	93.0	85.8											89.4%	89.4%
	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	94.0%	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	93.9%	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	92.1%	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	90.1%	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	89.6%	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	87.6%	91.7%
	2021	88.8	68.8											78.8%	78.8%
	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	90.7%	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-Feb	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	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	97.4	99.1	96.4	93.7	97.9	95.5	96.0	97.5	95.2	98.4	92.3%	95.8%
	2021	97.7	91.9											94.7%	94.7%
	<b>2016-2020 average</b>	92.4	92.7	96.7	97.1	94.4	95.1	94.0	94.9	94.6	96.7	94.4	95.0	92.5%	94.8%
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	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	97.6	98.1	100.0	88.8	89.1	80.5	86.7	91.8	94.0	96.4	94.9%	94.0%
	2021	96.5	85.0											90.8%	90.8%
	<b>2016-2020 average</b>	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%	94.0%
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	97.8%	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	98.4	98.2	97.7	98.4	98.6	97.2	97.4	97.0	97.4	98.9	98.5%	98.1%
	2021	98.4	93.6											96.1%	96.1%
	<b>2016-2020 average</b>	95.9	96.0	97.5	97.7	97.7	97.2	96.5	96.4	97.4	97.3	96.1	97.3	95.9%	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	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	98.0	98.7	96.5	96.1	96.6	95.7	97.2	96.3	94.0	98.9	96.2%	96.7%
	2021	97.7	89.6											93.8%	93.8%
	<b>2016-2020 average</b>	95.1	94.5	96.9	96.2	96.2	94.2	93.7	95.2	95.8	95.4	92.6	95.3	94.8%	95.1%
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	95.6%	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	97.8	99.1	94.8	96.3	92.2	93.1	93.8	92.0	90.1	93.3	96.5%	94.9%
	2021	93.6	82.5											88.2%	88.2%
	<b>2016-2020 average</b>	94.0	90.9	95.2	94.8	91.9	94.4	93.3	93.7	94.6	93.7	92.7	92.2	92.5%	93.5%
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	96.3%	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	97.6	98.5	96.2	96.6	96.3	95.4	96.9	96.4	95.6	97.5	95.8%	96.5%
	2021	96.9	90.6											93.8%	93.8%
	<b>2016-2020 average</b>	94.7	94.0	96.8	96.9	95.6	95.4	95.1	95.6	95.7	96.1	94.8	95.4	94.3%	95.5%

Delays data for most recent month is final (03/23/2021) 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  
February 2021**

Line	Train	Date	Minutes		Delay Code	Delay Explanation	
			Late				
BNSF	1300	Mon, Feb 01	10		KW1	Z PTLCHC7 29 was delayed while pulling into yard account Snow mound on their track. This caused Main 2 & 3 to be blocked.	
		65% OT	Thu, Feb 04	9		FW	Delayed 9 minutes out of Aurora due to a frozen bell on 8588.
		Tue, Feb 09	7		FW	Multiple stuck doors en route.	
		Mon, Feb 15	9		IW	Multiple frozen doors in train	
		Tue, Feb 16	36		DW	Single track at Cicero - BRCNTW, DRABRC	
		Wed, Feb 17	12		FW	Doors would not close, EQ Swap	
		Thu, Feb 18	10		EW	Fueling at Aurora	
BNSF	1302	Mon, Feb 08	12		J	Removed unruly passenger from train	
		80% OT	Tue, Feb 16	44		DW	Working around freight trains at Cicero
		Thu, Feb 18	15		KW	Village plow stuck on tracks	
		Tue, Feb 23	102		M1	9502 trespasser strike	
HC	916	Mon, Feb 01	28		D	28" delay Brighton Acct. M338 5269'	
		55% OT	Thu, Feb 04	133		DE	125" CP Canal 2 freights in emergency MCHOH ENG UP5989 65X57 8188' broken air hose was discovered also waiting on 1 to recrew. 5" at Corwith
		Fri, Feb 05	10		GA	10" delay signal problems at 21st	
		Tue, Feb 09	15		EW	16M MECH FAILURE-MU CABLE ON ENG. 2M LEMONT DOOR HUNG UP FROM SNOW.	
		Mon, Feb 15	28		GA	16" CP canal signal problems	
		Tue, Feb 16	25		DW	14m CORWITH DUE TO FREIGHT INTERFERENCE. 6M WEATHER	
		Wed, Feb 17	26		RW	-18M DUE TO WEATHER RELATED ISSUE W/BRAKING. almost slid by 21st St. signal -had to back up	
		Thu, Feb 18	7		KW	Delayed at CP-Canal talked by red signal ran restricted speed to Summit. and weather related passenger loading	
		Wed, Feb 24	10		DE	5M FREIGHT INTERFERENCE AT LAMOYNE AND 5M FREIGHT INTERFERENCE AT CORWITH.	
		HC	917	Mon, Feb 01	7		ZT
75% OT	Tue, Feb 09			27		GF	8M SWITCH FAILURE @ CUS, 8M CROSS TRAFFIC CP CERMAK, 4M STOP SIG @ BRIGHTON, 10M FREIGHT TRAFFIC CORWITH.
Mon, Feb 15	12				KW	12" late due to low visibility.	
Fri, Feb 19	10				GA	10" due to being flagged at CP Canal. Argo moving restricted until Justice.	
Tue, Feb 23	40				D	-47M AT CORWITH DUE TO RED SIG. 2 FREIGHT TRAINS ARE STOPPED BLOCKING 917. ARRIVED -40M LATE.	
ME-BI	245	Wed, Feb 03	17		GM	Late due to track circuit and gate issues on the BISD.	
		80% OT	Thu, Feb 04	18		OW1	Late turn from 243
		Wed, Feb 17	0		XR	ANNULLED DUE TO OPERATIONAL ISSUES. Close contact between employee with COVID symptoms	
		Thu, Feb 18	8		ZR	8" Engineer deactivated PTC without releasing track permit had to re-initialize to release track permit and then re-initialize to complete his tour.	
ME-ML	705	Mon, Feb 08	0		R1	Annulled due to ME723	
		80% OT	Tue, Feb 16	7		GW1	BRAKE ISSUES AT RAND. TALKED BY 11TH PL AND FOLLOWING ME237 FROM 51ST ST TO 69TH ST ON TK1 DUE TO SW FAILURE.
		Wed, Feb 17	9		GW	DEPARTED 12M LATE DUE TO SWITCH 1 FAILING AT RANDOLPH.	
		Thu, Feb 18	8		GW	8" cold weather routing	
ME-SC	310	Mon, Feb 15	8		GW	3" WEATHER 3" TALKED BY 11 PLACE 2" COPYING TRK PERMIT	
		80% OT	Tue, Feb 16	8		GW	FLAGGED AT CP11TH PL AND SWITCH PROBLEMS AT RAND.
		Wed, Feb 17	12		GW	WHEN LEAVING 93RD ST. HAD AN INTERMITTENT RED FENCE. WHEN LEAVING 79TH ST THEY GOT A RED FENCE EITHER FOR UNRECOGNIZABLE SIGNAL OR POSITION OF SWITCH.	
		Thu, Feb 18	13		GW1	13" late turn from ME307	
ME-SC	312	Wed, Feb 10	10		J1	LATE FLIP FROM ME309. DEPARTED 20M DOWN DUE TO WAITING ON PD TO ARRIVE.	
		80% OT	Mon, Feb 15	13		GW	5" WAITING ON ME310 TO RELEASE TRK PERMIT 5" WEATHER 3" TALKED BY 11 PLACE.
		Tue, Feb 16	9		A	WAITING ON ME310 TO CLEAR UP TRACK PERMIT. DEPARTED -12M DOWN	
		Mon, Feb 22	7		GT	9" due to CAD issues, train was unable to initialize and ME North could not access the train sheet. CAD manager Ryan was notified and able to update from is work statio. ME North had train cut out PTC and re-initialize at Stony.	
MD-N	2102	Mon, Feb 08	12		GW	12" Switch failure A-2. ICE IN THE POINTS	
		60% OT	Tue, Feb 09	6		GW	7" Stop signal A-2, waiting on UP cross-traffic. ISSUE WITH 39 SLIP SWITCH - Ice in points
		Fri, Feb 12	11		FW	-11" Mechanical problems, frozen doors, stuck open, snow build-up coach #8517	
		Mon, Feb 15	11		FW	11" Door problems coach #7431 doors would not open, coach #7885 sticky	
		Tue, Feb 16	21		FW	-21" Hazardous weather conditions, door problems #7341/#7885; Automatic Grade Crossing Malfunction Item #2 Lake St. & Greenwood Ave. mp 24.63; Unable to see the signal @ Canal St. on 2MT, buried by snow, verbal permission past	
		Wed, Feb 17	24		DR	19" Freight interference @ Libertyville, WSOR thought he could fit in the Liberty Siding footage wise, but did not account for his power. Had to wait for the signal to time out and for him to get on the move again	
		Thu, Feb 18	20		K	-15" Stopped @ Sacramento Ave. for abandon/stuck semi trailer; 4" Door problems (#7885); -2" Automatic Grade Crossing Malfunction Item #2 Glenview Rd.	
		Fri, Feb 19	15		CW	13" Temporary speed restriction CN X-ing mp 39.9 10mph TB #141, PTC penalty @ CN-xing; -3" Stop signal CUS Lake St. waiting on 2203	



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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-N	2116 <b>75% OT</b>	Mon, Feb 01	14	GA1	3" Stop signal Mayfair; -7" Stop signal A-5; -7" Stop signal CUS Canal St. (tardy 2216)
		Fri, Feb 12	29	GW1	-2" Automatic Grade Crossing Malfunction Item #2 @ Main St. mp 43.34; 30" Stop CN X-ing for switch failure, waiting on NCS 108 to hand operate/line
		Tue, Feb 16	18	DW	17" Departed Fox Lake late due to freight train interference, WSOR; Stop signal Grayslake copying Mandatory Directive & complying with Automatic Grade Crossing Malfunction Item #2 Greenwood Ave. mp 24.63; Sticky/frozen doors; - Stop signal Mayfair; Stop si
		Wed, Feb 17	6	GM	5" Automatic Grade Crossing Malfunction Item #2 @ Lake St.; -2" Stop signal A-5 waiting on NCS 108; -2" Station congestion, stop signal CUS CP Canal St. waiting on other trains
		Fri, Feb 19	26	GW	5" Stop signal CN X-ing; -2" Temporary speed restriction CN X-ing mp 39.9 10mph TB #141; Stop signal A-6; X/O 2MT-1MT-Zero Track-1MT; Stop signal A-3
MD-N	2124 <b>70% OT</b>	Tue, Feb 09	10	GW	15" Stop signal A-2, switch failure
		Tue, Feb 16	18	KW	7" Departed Fox Lake late; Hazardous weather conditions; -3" Automatic Grade Crossing Malfunction Item #2 Greenwood Ave. mp 24.63; -4" Hazardous weather conditions, slow passenger loading; -3" Slow braking/approaching station stops
		Wed, Feb 17	12	IW	2" Departed Fox Lake late due to frozen door (#8217) wedged; -10" Weather related, snow passenger loading; -2" Stop signal Mayfair
		Thu, Feb 18	10	IW	-2" Departed Fox Lake Coachyard late waiting on signal indication; -4" Slow passenger loading; -4" Weather related, slow braking
		Fri, Feb 19	12	IW	2" Departed Fox Lake Coachyard waiting on signal indication; Temporary speed restriction CN-Xing mp 39.9 10mph TB #141; -2 Weather related train handling; -4" Weather related slow passenger loading
		Mon, Feb 22	7	IW	2" Departed Fox Lake Coachyard late waiting on signal indication: -3" Weather related slow passenger loading; -3" Weather related train handling; -3" CN X-ing cross-traffic; Door problems #7301-#7292
MD-N	2128 <b>75% OT</b>	Fri, Feb 12	8	GM1	-12" Departed Fox Lake late due to late arrival/turn of 2103; Frozen doors, snow build-up coach #8517, Mop up after passenger urinated in coach #6157 B-end
		Mon, Feb 15	28	EW1	25" Departed Fox Lake late due to late arrival/turn of 2103
		Tue, Feb 16	8	FW	8" Frozen/stuck doors #7341 (closed down), #7885, #7443
		Wed, Feb 17	17	ZR	8" Departed Fox Lake late due to wrong consist entered in for PTC; Automatic Grade Crossing Malfunction Item #2 @ Clinton St.; Stopped @ Canal St. to pick-up engineer for 2113
		Fri, Feb 19	13	CW1	12" Departed Fox Lake late due to late arrival/turn of 2103; Temporary speed restriction CN-Xing mp 39.9 10mph TB #141
MD-N	2146 <b>75% OT</b>	Tue, Feb 09	15	CW	15" delay, due to a broken rail at Lincoln lane Morton grove, sashay from 1 main-2 main around the defective rail.
		Mon, Feb 15	10	IW	10 min late, slow passenger and door issues at each station.
		Tue, Feb 16	12	IW	12 min late, weather related passenger loading, 3 min Libertyville waiting on 2125,
		Wed, Feb 17	8	GT	8" TMDS ISSUE
		Fri, Feb 19	9	EW	-9" min late, 12 min Lake Forest Loco 401 experienced low (air dryer stuck open) MR pressure. DUE TO COLD TEMP
MD-N	2147 <b>80% OT</b>	Mon, Feb 08	7	FW	-7" DOORS STICKING DUE TO SNOW
		Tue, Feb 09	18	CW	14" delay, used 1 main with restrictions between Morton grove and A-20.
		Mon, Feb 15	12	KW	12 min late, weather issues enroute.
		Tue, Feb 16	12	KW	12 min late, weather issues enroute.
MD-N	2148 <b>70% OT</b>	Thu, Feb 04	9	IW	9 min late, inclement weather.
		Tue, Feb 09	45	CW	47" delay, due to a broken rail at Lincoln lane Morton grove, sashay from 1 main-2 main around the defective rail.
		Wed, Feb 10	6	VE	6 min late, 8 min lake Forest crew had to override wheel lock on locomotive 85. NO ISSUE FOUND
		Mon, Feb 15	7	KW1	9 min Lake Forest late turn from 2127.
		Tue, Feb 16	13	ZT1	12 min Lake Forest late turn from 2127.
		Thu, Feb 18	8	FW	-8" min late, n4 min enroute sticking doors car 8210, 3 min stop signal Mayfair
MD-N	2152 <b>75% OT</b>	Mon, Feb 08	7	A	3 min PTC issues at Lake Cook, 5 min stop signal Mayfair.
		Tue, Feb 09	26	CW	26" delay, due to a broken rail at Lincoln lane Morton grove, sashay from 1 main-2 main around the defective rail.
		Mon, Feb 15	9	KW	9 min late, 3 min holding for 2143 at Lake Forest, 5 min weather delays enroute.
		Tue, Feb 16	15	KW	15 min late, 3 min holding for 2143 at Lake Forest, 5 min weather delays enroute.
		Tue, Feb 23	10	D	9 min A-20 waiting on CP freight to clear, 5 min enroute Mayfair-A 5 sashaying around track (newlyweds) circuit on 1
MD-N	2156 <b>70% OT</b>	Wed, Feb 03	12	A	4 min stop signal CN, 4 min Libertyville waiting on 2151, 5 min stop signal Mayfair.
		Mon, Feb 08	12	FW	14 min delay sticking (heavy snow) doors en route cars 6150, 6158, 7868 and 8517.
		Tue, Feb 09	21	CW1	21" delay, late turn from 2147 due to a broken rail at Lincoln lane Morton grove, sashay from 1 main-2 main around the defective rail.
		Mon, Feb 15	26	KW1	26 min late, late turn from 2147 and passenger (weather related) loading.
		Tue, Feb 16	15	KW	15 min late, 3 min passenger (weather related) loading, 7 min train (inclement weather) handling, 5 min door issues.
		Wed, Feb 17	9	IW	9 min due to accommodating passengers

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

Line	Train	Date	Minutes	Delay	Delay Explanation
			Late	Code	
MD-W	2202 65% OT	Mon, Feb 08	8	FW	8" ADA Roselle; Frozen doors/snowy vestibules (8210/8217)
		Tue, Feb 09	17	RF	8" Departed Elgin late, wrong line-up, run time; -7" PTC signal issues Elgin; -3" Slow loading passengers @ National St.
		Mon, Feb 15	20	DE	10" Freight interference B-17 (471-15) with a bad wheel; -10" Weather related, slow passenger loading, multiple doors stuck, snow packed
		Tue, Feb 16	8	IW	2" Departed Elgin late due to waiting on Maintenance of Way employees cleaning out the switch; -8" Hazardous weather conditions & safety; Slow passenger loading, platforms untouched buried by snow
		Wed, Feb 17	8	FW	10" Departed Elgin late due to mechanical issues (frozen brake rigging). Crew could not visually verify the L4 brake cylinder had released due to being fully encased in snow and ice. Crew then checked the gauge on the engine #85 for confirmation; -2" ADA
		Fri, Feb 19	7	CW	7" delay: Slow passenger loading; ADA Roselle; Door problems (missing door cable between #7343-#8202); Temporary speed restriction mp12.7-12.8 10mph TB #137
		Fri, Feb 26	15	B	(-15) ARRIVED CUS @ 06:28. -10" STOP SIGNAL BARTLETT EAST; -3" ACCOMMODATING PASSENGERS; -10" SIGNAL PROBLEMS, TRACK CIRCUIT OUT B-17 TO B-12, VERBAL PERMISSION BY, RESTRICTED SPEED. Power cut out on bungalow in preparation of move and not restored.
MD-W	2203 60% OT	Fri, Feb 05	12	U	5" Departed CUS late due to last minute arriving ADA; Frozen doors; Station meets with inbound trains
		Mon, Feb 08	7	FW1	8" Departed CUS late due to late arrival/turn of 2202; -2" Automatic Grade Crossing Malfunction Item #2 Prospect Ave. mp 29.5; Slow frozen passenger loading; Station meets with other trains
		Fri, Feb 12	10	D	-3" Departed CUS late due to initializing PTC; -2" Weather, slow loading passengers; -6" Stop signal B-12 (light engine move), run time
		Mon, Feb 15	47	DE1	23" Departed CUS late due to late arrival/turn of 2202; -25" Freight interference B-17 (198)
		Tue, Feb 16	26	DW	8" Departed CUS late due to late arrival/turn of 2202; -10" Stop signal Franklin Park, freight interference, meet with 2212, X/O 1MT to 2MT & back 1MT @ B-17; -8" Hazardous weather conditions, snow covered platforms, slow passenger loading
		Wed, Feb 17	17	FW1	14" Departed CUS late due to late arrival/turn of 2202 due to earlier delay; -5" Accommodating passengers; -5" No door close light/sticky doors; -6" Meets with East-bound trains
		Fri, Feb 19	20	D	8" Departed CUS late due to late arrival/turn of 2202; Automatic Grade Crossing Malfunction Item #2 @ mp 9.16; Temporary speed restriction mp12.7-12.8 10mph TB #137; -5" Boarded on 2MT island platform/street Galewood, Mars, Mont Clare, Elmwood Park; -5" F
		Fri, Feb 26	27	B1	(-27) ARRIVED BIG TIMBER @ 08:15. -16" DEPARTED CUS LATE DUE TO LATE ARRIVAL/TURN OF 2202; -5" SIGNAL PROBLEMS B-12 TO B-17; PTC PROBLEMS, MULTIPLE PENALTY APPLICATIONS, GALEWOOD TO MONT CLARE, RAWLING RD., HANOVER PARK GRANTED PERMISSION TO C/O PTC @ 07:
MD-W	2206 75% OT	Mon, Feb 15	10	FW	10" Multiple stuck doors, snow packed
		Tue, Feb 16	9	KW	-9" Hazardous weather conditions; Slow passenger loading, platforms untouched buried by snow; Door problems, sticky doors #7300, #8203, #8221; Difficulties making out signals @ CUS buried by snow
		Thu, Feb 18	10	KW	-10" Mechanical problems, bottomed out @ Spaulding and lost a door cable (#8538)
		Fri, Feb 19	9	CW	14" delay: Temporary speed restriction mp 12.7-12.8 10mph TB#137; Automatic Grade Crossing Malfunction Item #2 Oak Park Ave. mp 9.1; -5" Freight interference B-17
		Fri, Feb 26	7	B1	(-7) ARRIVED CUS @ 07:10. -10" SIGNAL PROBLEMS, TRACK CIRCUIT
MD-W	2208 70% OT	Mon, Feb 01	6	KW1	3" Operating on approach signals following tardy 2206; -3" Slow passenger loading/snowy conditions
		Tue, Feb 09	8	FW	4" Operating on approach signals; -6" Slow passenger loading, b/o stair heaters, frozen steps on coaches #7300, #8203, #8221
		Tue, Feb 16	15	GW	6" Operating on approach signals Roselle West to B-12; -5" Stop signal Galewood, X/O to 2MT for Hanson Park & Grand/Cicero' -4" Stop signal CUS, & restricted speed due to signals buried in snow
		Wed, Feb 17	9	KW	7" Operated on approach signals Roselle to B-12; -2" Cautious approach entering CUS @ 10 mph looking out for signals and slick rail
		Fri, Feb 19	12	CW1	4" Operating on approach signals Ash St. mp 18.5 to Franklin Park West following 2206; -4" Stop signal Franklin Park West waiting on 2206 to clear B-12; -4" Door problems (#7300)
		Fri, Feb 26	10	B1	(-10) ARRIVED CUS @ 07:30. -10" SIGNAL PROBLEMS, TRACK CIRCUIT
MD-W	2210 80% OT	Tue, Feb 16	11	IW	Hazardous weather conditions, Slow passenger loading
		Fri, Feb 19	9	GM	9" Copying/complying with Automatic Grade Crossing Malfunction Item #2 @ Narragansett Ave. mp 8.6
		Mon, Feb 22	9	GW1	9" Switch failure A-2 (#61)
		Fri, Feb 26	13	B1	(-13) ARRIVED CUS @ 07:40. SIGNAL PROBLEMS, TRACK CIRCUIT
MD-W	2216 50% OT	Mon, Feb 01	13	KW1	6" Departed Elgin late; -3" ADA Schaumburg; -2" Stop signal A-2
		Fri, Feb 05	9	GA	9" delay, departed Elgin late due to waiting on 2212; Stop signal B-17; Frozen doors HELD AT CANAL ST. WAITING FOR TRACK AT CUS
		Mon, Feb 08	9	GW	9" Departed Elgin late due to waiting on 2210; Stop signal B-17; Frozen doors. FROST IN CONTACTS CAUSING GATE MALFUNCTION
		Tue, Feb 09	18	RF	20" Stop signal Spaulding, CP Operator Tower B17 error; -5" ADA Spaulding
		Thu, Feb 11	7	D	2216 and NC-108 both delayed at Tower B12 for a CP Q165 going from Norpaul on IHB to Schiller Park.
		Fri, Feb 12	6	EW	-20+" Mechanical problems engine #417 (stuck air dryer) Originated out of Elgin instead of Big Timber; PTC problems, unable to recognize engine #417 DUE TO COLD TEMP
		Mon, Feb 15	9	D	11" Stop signal B-17 16 minutes Tower B17 waiting for CP 287 to clear
		Wed, Feb 17	14	D	14" Freight train interference B-17
		Mon, Feb 22	17	F	19" Mechanical problems b/o speedometer cab car #8523
		Fri, Feb 26	13	B1	(-15) ARRIVED CUS @ 08:23. SIGNAL PROBLEMS, TRACK CIRCUIT

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
MD-W	2217 <b>65% OT</b>	Tue, Feb 02	8	ZG	12" PTC issues @ Itasca East, unable to recognize wayside signals
		Fri, Feb 05	8	GM	Slow passenger loading/unloading Western Ave/Schaumburg; Stop signal B-17 copying Automatic Grade Crossing Malfunction Item #2 Prospect St.
		Mon, Feb 15	13	IW	5" Stop signal A-5; -5" Meet with 2236 @ B-12 X/O 1MT to 2MT & back @ B-17; -5" Slow passenger loading
		Tue, Feb 16	19	DW	10" Freight interference B-12; -5" Accommodating slow loading passengers; -3" Stop signal Franklin Park, X/O 1MT to 2MT; -2" Stop signal B-17
		Wed, Feb 17	13	EW	15" Departed CUS late due to late arrival of equipment from WACY
		Fri, Feb 19	9	D	6" Freight interference B-12
		Wed, Feb 24	14	CG	10" Switch failure A-5; -5" Mechanical problems engine #404, lost H.E.P. twice; -2" ADA Franklin Park; -2" ADA Schaumburg. SWITCH INSPECTOR WAS PERFORMING ADJUSTMENT
MD-W	2227 <b>70% OT</b>	Wed, Feb 03	12	D	14 min B-12 waiting on inbound 2244 to clear 1 Main track.
		Thu, Feb 04	18	IW	"18 min late, 19 min delays enroute passenger loading, copying and complying with 2 gate malfunctions.
		Mon, Feb 15	14	L	22 min late, No TTR-1 NEAR MISS AT BENSENVILLE, PASSENGER
		Tue, Feb 16	30	GW	33 min switch (# 11) failure A-2.
		Mon, Feb 22	20	GW	20 min late, 4 min lost PTC at Bartlett, Item 1 at Irving Pk. Rd. (ITEM 1 WAS MAIN CAUSE) 2 item 2's, and passenger loading. SALT IN CROSSING
		Thu, Feb 25	10	IW	2 min stop signal A-2, 3 min western Ave. door stuck in its pocket, 2 min Cal Ave. crew droop-off, 3 min Galewood passenger (3 senior citizens) loading, 2 min Manheim senior citizens.
MD-W	2228 <b>70% OT</b>	Mon, Feb 01	7	D	Stop signal B-17 waiting on 2209, freight interference, -2" X/O 3MT to 2 MT
		Tue, Feb 09	6	GM	2" Slow passenger loading; -4" Copy/comply with Automatic Grade Crossing Malfunction @ Racine Ave
		Mon, Feb 15	25	DE1	21" delay, departed Big Timber late due to late arrival/turn of 2203
		Tue, Feb 16	6	IW	6" Accommodating passengers Elmwood Park to Galewood
		Wed, Feb 17	11	U	5" ADA Elgin to CUS, re-spot train @ Elgin to board; -5" Automatic Grade Crossing Malfunction Item 2 @ mp 9.16; -5" Accommodating Passengers
		Tue, Feb 23	7	ZT	2" ADA Elgin to CUS; -6" Stop signal Galewood; -6" PTC penalty application A-2
MD-W	2240 <b>80% OT</b>	Fri, Feb 05	16	FW	16 min late, 5 min passenger loading, 15 min Franklin Pk. crew had to override ADA lift car 7441. ADA LIFT PACKED W SNOW
		Mon, Feb 15	11	D	RED SIGNAL - B17
		Tue, Feb 16	26	GW	26 min late, 10 min late turn from 2217, 16 min switch failure A-2.
		Fri, Feb 19	9	CF	12 min stop signal Big Timber. FURNACE REPAIR AT B12, OPERATOR BECAME SICK FROM FUMES, CONTROL HAD TO BE TRANSFERED
NCS	108 <b>40% OT</b>	Tue, Feb 02	13	A	8" Stop signal Deval, cross-traffic; -6" Stop signal B-12; -2" Stop signal B-6
		Wed, Feb 03	20	H1	20" Made additional stops River Grove to CUS to accommodate West-line passengers (2212)
		Fri, Feb 05	8	GA	8" Stop signal A-5 waiting on 2116
		Tue, Feb 09	10	ZT1	10" Stop signal A-2. UPW20 HAD PTC ISSUES AND STOPPED AT A2
		Thu, Feb 11	16	D	2216 and NC-108 both delayed at Tower B12 for a CP Q165 going from Norpaul on IHB to Schiller Park.
		Fri, Feb 12	38	GW	-10" Stop signal Grayslake, unable to get a hold of RTC; -33" Switch failure Grayslake, instructed to hand operate/line, frozen locks/switches difficulties throwing
		Mon, Feb 15	7	VE	5" Mechanical problems engine #92 lost H.E.P. @ Mundelein; -2" Sticky door, snowy/icy NO ISSUE FOUND
		Tue, Feb 16	123	E1	80" Tied on and shoved NCS 102 to CUS; -35" Mechanical problems @ Rosemont, started to lose air after hitting multiple frozen packed snowy crossings, had to find a shovel, and dig out about 6 feet worth snow to get to open air valve on the cab car #8542
		Wed, Feb 17	8	GW	2" Slow passenger loading @ Antioch; -2" Slow passenger loading @ Buffalo Grove; -5" Switch failure A-2 ICE IN POINTS
		Fri, Feb 19	21	A	12" Stop signal Deval; -4" Temporary speed restriction Grayslake 10mph; -2" Slow passenger loading; -2" Automatic Grade Crossing Malfunction Item #2 Galewood Narragansett Ave. mp 8.6
		Tue, Feb 23	9	D	9" N/B freight interference Lake Villa
Wed, Feb 24	7	D	7" Freight interference Deval		
NCS	115 <b>65% OT</b>	Wed, Feb 03	21	E	14 min late arrival of equipment from WACY, 10 min following 2239. ISSUES WITH 95, SWAPPED EQUIPMENT
		Tue, Feb 09	8	A	8 min late, 3 min restricting speed A-2, 7 min A-5 restricted speed. CROSS TRAFFIC DEVAL
		Fri, Feb 12	7	D	5" cross traffic at Deval 3" enroute CUS-A5
		Mon, Feb 15	16	A	16 min late, 3 min approach signal A-3 5 min stop signal A-5 4 door issues enroute.
		Tue, Feb 16	19	GW1	12 min late (# 11 switch failed A-2) arrival of equipment, 7 min stop signal Deval.
		Fri, Feb 19	6	GW	-6" min stop signal A-2, ICE IN SWITCH POINTS
Tue, Feb 23	13	D	13 min late, 5 min restricted speed A-5, 8 min restricted speed O' Hare following CN freight, 8 min stop signal Des Plaines, 3 min restricted speed Deval.		
RI	418 <b>80% OT</b>	Wed, Feb 03	10	G	8m late due to track circuit between BI and Gresham
		Thu, Feb 04	7	VG	12" running on approaches New Lenox to oak park Ave. NOTHING REPAIRED, ISSUES DID NOT CONTINUE
		Mon, Feb 15	10	GW	10" gate malfunction at 112th 7" held out of Lasalle for RI713
		Wed, Feb 17	18	CW	15M SINGLE TRACKING BETWEEN GRESHAM AND BI ACCT CLEANING OUT CROSSINGS. 6M DUE TO FROZEN DOOR.
RI	604 <b>80% OT</b>	Thu, Feb 04	15	G	5" CP 54th received flagging instructions/PTC had the train go restricting all the way to 35th.
		Tue, Feb 09	19	F	-15 BI DUE TO bad axle drive -4M SLOW LOADING WAITING ON PASSENGERS.
		Wed, Feb 17	19	KW1	LATE DUE TO RI704 MECHANICAL ISSUES.
		Thu, Feb 18	16	IW	Late in route on the Bev. Sub. due to slick rail and slow passenger handling.

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

Line	Train	Date	Minutes Delay		Delay Explanation
			Late	Code	
RI	613 65% OT	Tue, Feb 02	9	I	1M LSS PASSENGER GOT ON WRONG TRAIN. -8M UNLOADING PASSENGERS.
		Wed, Feb 03	9	CF	8m due to tie fire at 18th St. HOT AIR BLOWER MALFUNCTION
		Thu, Feb 04	10	CF	5" 10 MPH at 16th 4" lost time crossing over 81st to Brainerd 1" 91st woman with a giant stroller.
		Tue, Feb 09	7	G	-7M RED SIGNAL @ CP81ST. -2M LOST TIME AT CP81ST TO BRAINERD.
		Thu, Feb 18	10	KW	Wheel slip
		Fri, Feb 19	10	IW	10" Weather. SLOW UNLOADING
		Wed, Feb 24	10	U	3M PASSENGER ASSIST @ 91ST ST, LOST BAG. 3M PASSENGER ASSIST @ 95TH ST HELPING ELDERLY. CREW CHANGE AT 455P. 4M ADA WHEEL CHAIR AT 99TH.
RI	617 75% OT	Fri, Feb 05	10	K	10" Having to walk bridge looking for damage due to truck hitting the bridge, also speed restriction MP 4.65
		Mon, Feb 15	8	EW	4" Wheel slip throughout BV Sub 2" door stuck 99th 2" Door stuck preventing door to close
		Thu, Feb 18	9	ZD	Cross traffic at 16th street.
		Mon, Feb 22	6	KW	PTC disengaged 95th to 103rd had to move restricted speed and wheel slip down the branch.
		Thu, Feb 25	8	D	delayed at 16th Street tower due to freight CN-L536, CN5675 with 36 loads and 118 empties 9956ft . First attempt to run was at 540pm. Amtrak unable to run. Settled on 555pm. Train L536 didn't take signal until 604pm. This was a 6m delay. 2m was for wheel
RI	706 75% OT	Wed, Feb 10	10	J	Stopped -12m at Mokena for passenger removal.
		Thu, Feb 11	12	D1	18" late departure from RI401 flip.
		Mon, Feb 15	8	KW	7" late in route due to cold weather speed restriction 4" Bridge B waiting on RI503 to clear due to track circuit down @ 16th single tracking around problem on Trk1
		Wed, Feb 17	10	KW1	LATE DUE TO RI704 MECHANICAL ISSUES.
		Thu, Feb 18	6	IW1	4" following train RI306 from Gresham 2" waiting at Bridge B for RI503 to depart.
SWS	815 65% OT	Mon, Feb 01	7	D	12" Stopped at Belt Junction freight traffic.
		Fri, Feb 05	30	ZN	40" sitting at CP518 due to having PTC issues on the NS and unable to get a hold of the NS help desk to troubleshoot or get authority to cut out. SWS dispatcher reached the help desk NS would not give authority to cut out. The NS dispatcher gave the autho
		Fri, Feb 12	12	GA	Stopped at CP Harrison street due to a switch failure.
		Tue, Feb 16	64	DW	36M FREIGHT INTER CP518 15M ASHBURN DUE TO TRACK CIRCUIT.
		Wed, Feb 17	17	ZN	12M PTC ISSUES AND 5M SLOW ENGINE. Back office issue on freight side
		Thu, Feb 18	10	GW	10" encountered 2 switch failures coming into Union station.
		Fri, Feb 19	9	GF	9" signal issues at CP Ridge Restricting speed Ridge to CP Palos.
SWS	829 80% OT	Mon, Feb 15	88	GF	LATE DUE TO SWITCH FAILURE
		Tue, Feb 16	148	DW	47M FREIGHT INTER AT FOREST HILL Q369. 25M DELAY HAND LINING SW AT FOREST HILL.
		Wed, Feb 17	9	YW	16M LATE DEPARTING ACCT LATE ARRIVAL OF EQUIPMENT. DERAILMENT DUE TO ICE PACKED IN POINTS
		Mon, Feb 22	68	RN	Due to the crew being stuck on the Dan Ryan because of a shooting.
UP-NW	632 75% OT	Mon, Feb 08	7	CW1	LATE TURN OFF M603, WHICH WAS 5 MINUTES LATE INTO MCHENRY; 40MPH COLD WEATHER RESTRICTION ON THE MCHENRY SUB & FROZEN DOORS
		Mon, Feb 15	40	FW1	DELAYED FOLLOWING M636 CRYSTAL LAKE JUNCTION TO BARRINGTON ON ACCT. OF LATE TURN OFF M603 WITH DOOR ISSUES 40MPH COLD WEATHER RESTRICTION ON THE MCHENRY SUB; XH @ MP34.16; CN CROSS TRAFFIC FROM 08:36-08:45
		Tue, Feb 16	0	XRW	ANNULLED FROM M603, ENGINEER STUCK ON I-55 INTERSTATE ACCIDENT
		Wed, Feb 17	32	GW	Switch failure at Northwest JCT.
		Thu, Feb 18	20	KW	DELAYED DUE TO DOOR ISSUES, LOSS POWER FROM BARRINGTON TO CPT AND DOORS WOULDN'T OPEN. Cable damaged from striking ice
UP-NW	642 80% OT	Thu, Feb 04	27	E1	ORIGINATED FROM WOODSTOCK, DUE TO M640 ENGINE SMOKE (M642 PICKED UP M640 18 PASSENGERS); 3 MINUTES DELAY @ CN @ BARRINGTON FOR FREIGHT CROSS TRAFFIC & 1 ADA LIFT
		Tue, Feb 16	60	KW1	LATE TURN OF EQUIPMENT FROM M611 NON REVENUE EQUIPMENT; 4 XH PROCEDURES ENROUTE
		Wed, Feb 17	27	CC1	Delayed to to single tracking / switch failure
		Thu, Feb 25	15	L	DELAYED DUE TO UNAUTHORIZED PERSON ON TRACKS. POLICE HAD TO REMOVE THEM
UP-NW	652 80% OT	Wed, Feb 03	8	D	STOPPED AT CN BARRINGTON FOR FREIGHT THAT CLEARED VERY SLOWLY (A4901-02)
		Thu, Feb 04	7	J	DELAYED @ CARY ON ACCT. OF WAITED FOR POLICE TO REMOVE AN UNRULY PASSENGER OFF THE TRAIN.
		Mon, Feb 15	20	EW	METX 121 GROUND RELAY KEEPS TRIPPING, BRAKEMAN HAD TO KEEP RESETTING IT EN ROUTE, ALSO SLOW PASSENGER LOADING DUE TO WEATHER TRACTION MOTOR PACKED W SNOW
		Tue, Feb 16	87	GW	LATE TURN OF EQUIPMENT FROM M621
UP-NW	660 80% OT	Thu, Feb 04	24	K1	STOPPED AT ARLINGTON PARK DUE TO A CAR ON THE TRACKS AT MP 23.08.
		Mon, Feb 15	10	KW1	DEPARTED CRYSTAL LAKE LATE DUE TO LATE ARRIVAL OF M649
		Tue, Feb 16	10	DW	WAITED FOR A SIGNAL AT CN BARRINGTON DUE TO FREIGHT CROSS TRAFFIC
		Mon, Feb 22	13	J	DELAYED @ DES PLAINES WAITED FOR POLICE TO REMOVE PASSENGERS WHO WERE FIGHTING
UP-NW	662 75% OT	Thu, Feb 04	7	D	STOPPED AT CN BARRINGTON FOR CROSS TRAFFIC
		Thu, Feb 11	15	GW	15" Red signal at T053 - Operated restricted speed for 4.5 miles
		Mon, Feb 15	75	KW1	STOPPED AT CARY TO AVOID A 2 CAR ACCIDENT ON THE TRACKS AHEAD AT MP39.95
		Tue, Feb 16	10	DW1	LATE TURN OF EQUIPMENT FROM M653
		Thu, Feb 18	20	EW1	LATE DEPARTURE FROM HARVARD WAITING ON M647 TO CLEAR; CROSS TRAFFIC @ DEVAL (MPRAL)
UP-NW	6211 75% OT	Wed, Feb 03	10	D	STOPPED AT CN BARRINGTON FOR FREIGHT THAT CLEARED VERY SLOWLY (A4901-02)
		Tue, Feb 09	0	KW1	ANNULLED ON ACCT. OF M6444 AIR ISSUES (THE VALVE BETWEEN THE HEAD CAR & CAR NEXT TO IT WAS CLOSED)
		Mon, Feb 15	74	KW	STOPPED AT JEFFERSON PARK FOR A REPORT OF A CAR ON THE TRACKS AT MP 10.31
		Tue, Feb 16	50	GW	SWITCH FAILURE DEPARTED CPT 39" MINS DOWN ALSO DELAYED FOLLOWING TRAINS AHEAD
		Wed, Feb 17	15	CC1	Departed CPT 15 minutes late due to late arrival of M6444 crew and equipment

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	10 70% OT	Mon, Feb 08	13	GW	DOOR ISSUES @ KEDZIE; SWITCH FAILURE @ WESTERN AVE (SWITCH #39). Ice in the points
		Tue, Feb 09	10	GW	SLOW PASSENGER LOADING DUE TO COLD WEATHER, HAS TO GET TALKED BY A RED SIGNAL AT WESTERN A2
		Tue, Feb 16	21	DE	RESTRICTED SPEED MP 25.6 TRACK #1. TRAIN ON TRACK #2 IN EMERGENCY. GLEN ELLYN PASSENGERS ON WRONG SIDE OF PLATFORM
		Wed, Feb 17	13	F	Door 8411 not closing enroute
		Mon, Feb 22	37	KW	LATE DEPARTURE FROM ELBURN, USED M16 CREW & EQUIPMENT TO OPERATE TRAIN DUE TO ORIGINAL EQUIPMENT PACKED ON TRACK WITH ICE & SNOW
		Tue, Feb 23	12	D	FOLLOWED FREIGHT FROM WEST CHICAGO-WHEATON & SLOW LOADING GRACE-PARK
UP-W	13 75% OT	Wed, Feb 03	15	ZF	DELAYED DUE TO PTC FAILING 3 TIMES. PTC issue on cab car.
		Wed, Feb 10	18	D	M13 DELAYED AT KRESS WAITING ON FREIGHT (MNPZH-10)
		Tue, Feb 16	21	GW	SWITCH FAILURE DUE TO WEATHER CONDITIONS.
		Wed, Feb 24	15	D	Delayed waiting on M16 to clear - FREIGHT INTERFERENCE
		Thu, Feb 25	19	D	DELAYED WAITING ON FREIGHT TRAIN (BG25C-24)
UP-W	15 75% OT	Mon, Feb 08	10	D	DELAYED @ PECK ON ACCT. OF FREIGHT TRAIN INTERFERENCE
		Wed, Feb 10	10	D	M15 DELAYED AT WASHINGTON WAITING ON FREIGHT (IG35K-10)
		Mon, Feb 15	7	YF1	DELAYED WAITING ON M36 TO DEPART
		Tue, Feb 16	15	GW	SWITCH FAILURE DUE TO WEATHER CONDITIONS.
		Mon, Feb 22	40	KW1	DEPARTED CHICAGO 32 MINUTES LATE DUE TO LATE ARRIVAL OF M10 CREW AND EQUIPMENT
UP-W	20 70% OT	Mon, Feb 08	11	IW	Slow PASSENGER LOADING EN ROUTE & NO WORKING PA
		Tue, Feb 09	23	D	HELD AT TURNER WAITING FOR M13 TO CLEAR ON T1, CWEAV ON T2 AND MCBCHX ON T3
		Tue, Feb 16	125	DW	WEATHER CONDITIONS FOLLOWED FREIGHT INTO ELMHURST
		Thu, Feb 18	18	D	DELAYED DUE TO FOLLOWING FREIGHT TRAIN (USPMC-18)
		Wed, Feb 24	21	I	Delayed due to slow loading passengers/ passengers on wrong side
		Fri, Feb 26	7	D	RAN TRACK #3 TURNER TO UNIVERSITY DUE TO FREIGHT - IG35K-24 ON TRACK #2 AND MCBCH-22 ON TRACK #1.
UP-W	25 80% OT	Tue, Feb 09	42	H	DEPARTED CPT 30 MINUTES LATE DUE TO BAD ORDER ENGINE AT DEPARTURE TIME, SWAPPED EQUIPMENT AFTER TROUBLE SHOOTING FAILED, ALSO DELAYED AT KEDZIE FOR OB FREIGHT
		Mon, Feb 15	0	YF1	TERMINATED @ WEST CHICAGO ON ACCT. OF CN FREIGHT DERAILED ACROSS THE DIAMOND
		Tue, Feb 16	115	GW	SWITCH FAILURE AT WESTERN DUE TO WEATHER CONDITIONS.
		Fri, Feb 19	10	IW	-10" Slow passenger loading Kedzie, Riverforest also departed CPT down due to switch failure @ Lake St
UP-W	26 55% OT	Mon, Feb 01	8	D	OPERATED RESTRICTED SPEED FROM MP5.6-KEDZIE FOLLOWING (IG35K 01)
		Thu, Feb 04	8	J	DELAYED DUE TO PASSENGER NOT WANTING TO PUT ON FACE COVERING. AUTHORITIES WERE CALLED AND PASSENGER GOT OFF TRAIN
		Mon, Feb 08	24	DE	DELAYED @ TURNER WAITED FOR M15 TO CLEAR ON ACCT. OF FREIGHT TRAIN ON TRACK 1 WITH MECHANICAL ISSUES (ILTG2-4/HOT AXEL)
		Tue, Feb 09	49	D	DEPARTED ELBURN 30 MINUTES LATE WAITING FOR ZBRG2B TO CLEAR, ALSO HELD AT PARK FOR ZBRG2B TO CLEAR INTO THE YARD
		Tue, Feb 16	128	DW	DOORS VERY SLOW CLOSING DUE TO WEATHER CONDITIONS. FREIGHT PULLING INTO YARD AT PARK. FOLLOWING M20. DROPPED OFF 76 PASSENGERS AT VILLA PARK FOR M36
		Thu, Feb 18	15	KW	DELAYED DUE TO DOOR ISSUES NO DOORS WOULD OPEN. Door cable torn out from ice strike.
		Tue, Feb 23	16	D	FREIGHT TRAIN INTERFERENCE FROM BERKELEY-KEDZIE (ARLCH-20)
		Wed, Feb 24	11	I1	delayed following M20 from Elmhurst
		Fri, Feb 26	18	D	STOPPED AT TURNER WAITING ON M15 TO CLEAR TRACK #3 DUE TO IG35K-24 ON TRACK #2 AND MCBCH-22 ON TRACK #1.
UP-W	29 60% OT	Mon, Feb 01	25	ZT	DELAYED OUT OF CPT ON ACCT. OF PTC WOULD NOT INITIALIZE; METX133 UNABLE TO GET UP TO TRACK SPEED
		Wed, Feb 03	12	ZF1	DELAYED DUE TO PTC SCREEN NOT LOADING. PTC issue on cab car.
		Thu, Feb 11	19	D	20" Delayed due to following freight train (CWTMQ-11)
		Mon, Feb 15	0	YF1	TERMINATED @ WEST CHICAGO ON ACCT. OF CN FREIGHT DERAILED ACROSS THE DIAMOND
		Tue, Feb 16	41	GW	SWITCH FAILURE AT WESTERN DUE TO WEATHER CONDITIONS.
		Wed, Feb 17	14	G1	Switch failure at Halsted
		Mon, Feb 22	10	KW1	Departed CPT 10 minutes late due to late arrival of M38 crew and equipment
		Tue, Feb 23	6	C	OPERATED SLOW TRACK (#2) FROM LAKE STREET TO CPT904
UP-W	36 50% OT	Wed, Feb 03	10	ZF1	DELAYED DUE TO LATE ARRIVAL OF M13. PTC issue on cab car.
		Mon, Feb 08	10	DE1	DELAYED FOLLOWING M32 VALE-KEDZIE ON ACCT. OF ILTG2-4 WITH MECHANICAL ISSUES ON TRACK 1 & USED SHORT CROSSOVERS @ KEDZIE
		Tue, Feb 09	33	D1	DELAYED FOLLOWING TRAIN AHEAD
		Wed, Feb 10	16	D1	M36 LATE DUE TO LATE ARRIVAL OF EQUIPMENT (M13)
		Thu, Feb 11	10	D	10" Departed elburn 8 mins late waiting on freight train (MCH,P-11) to clear
		Mon, Feb 15	0	YF1	TERMINATED @ LAFOX ON ACCT. OF CN FREIGHT DERAILED ACROSS THE DIAMOND
		Tue, Feb 16	29	GW	DEPARTED LATE DUE TO LATE ARRIVAL OF M13. PICKED UP PASSENGERS FROM M26. STOPPED AT WESTERN FOR CROSS TRAFFIC
		Wed, Feb 24	7	D1	Delayed due to the late arrival of M13 freight train interference
		Thu, Feb 25	14	D1	DELAYED DUE TO THE LATE ARRIVAL OF M13
		Fri, Feb 26	9	D	FOLLOWING FREIGHT FROM ELBURN - WHEATON THE MG35KX-25
UP-W	37 80% OT	Mon, Feb 15	19	GW	SWITCH FAILURE AT WESTERN AVE A2, SLOW LOADING DUE TO INCLEMENT WEATHER
		Tue, Feb 16	15	GW	SWITCH FAILURE ALSO RAN @ RESTRICTED SPEED HALSTED TO WESTERN WAITED FOR A SIGNAL @ WESTERN
		Wed, Feb 17	24	G1	Talked passed the signal at Park verifying switches are lined due to signal problems
		Wed, Feb 24	33	D	Freight train interference @ Kedzie going onto the Rockwell (IG35K)

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

Line	Train	Date	Minutes Late	Delay Code	Delay Explanation
UP-W	38 80% OT	Mon, Feb 15	0	YF1	ANNULLED ON ACCT. OF CN FREIGHT DERAILED ACROSS THE DIAMOND (A44791-14)
		Tue, Feb 16	41	IW	XH MP 22.67. WEATHER CONDITIONS - SLOW PASSENGER LOADING
		Wed, Feb 17	10	GW	Slow loading passengers at Elmhurst due to operating on track #2 boarding from road crossing
		Mon, Feb 22	35	KW1	Departed Elburn 40 minutes late due to late arrival of M15 crew and equipment
UP-W	44 75% OT	Tue, Feb 09	42	H1	DEPARTED ELBURN LATE DUE TO LATE ARRIVAL OF M25
		Tue, Feb 16	128	KW	WEATHER CONDITIONS
		Fri, Feb 19	20	IW1	-20" Late turn of equipment from M25 also had bad order PTC on cab car #8431 had to cut out the PTC and run with ATC
		Wed, Feb 24	16	D	Delayed due to freight (ITAG4-24)/PTC slow loading
		Thu, Feb 25	7	ZT	DELAYED DUE TO RUNNING RESTRICTED SPEED
UP-W	48 80% OT	Thu, Feb 11	21	D1	21" Delayed due to late arrival of M29.
		Mon, Feb 15	60	YF1	ORIGINATED AT WEST CHICAGO DUE TO CN DERAILMENT, WAITED FOR BUS TO DROP OFF PEOPLE FROM GENEVA AND WEST CHICAGO
		Tue, Feb 16	35	KW	WEATHER CONDITIONS
		Wed, Feb 17	37	G1	Departed Elburn late due to late arrival of M29, also stopped at Park for signal problems
UP-W	52 80% OT	Mon, Feb 15	20	D1	DEPARTED ELBURN LATE DUE TO LATE TURN OF M33
		Tue, Feb 16	24	IW	WEATHER CONDITIONS - SLOW PASSENGER LOADING
		Wed, Feb 17	55	G1	Departed Elburn 60 minutes late due to late arrival of M33
		Wed, Feb 24	6	ZT1	Late turn off M33
UP-W	56 75% OT	Mon, Feb 15	57	GW1	DEPARTED ELBURN 15 MINUTES LATE DUE TO LATE ARRIVAL OF M37
		Tue, Feb 16	18	GW1	LATE TURN OF EQUIPMENT FROM M37
		Wed, Feb 17	15	G1	Departed Elburn 20 minutes late due to late arrival of M37
		Mon, Feb 22	11	J	Delayed @ River Forest waiting for police to remove an unruly male passenger
		Wed, Feb 24	27	D1	Late turn off M37
UP-W	58 80% OT	Fri, Feb 05	10	D	DELAYED WAITING ON FREIGHT (MCHBO-5) AND WAITING ON M47 TO PASS
		Mon, Feb 15	65	F	CREW HAD TO YARD TRAIN AT ELBURN DUE TO AIR ISSUES ON CAB 8418, TOOK M53 EQUIPMENT BACK TO CHICAGO
		Mon, Feb 22	28	D	Delayed @ Villa Park stopped behind the LG9PR @ Park that was waiting for the COKBT to clear out of Proviso
		Wed, Feb 24	7	J	Delayed @ Bellwood waited for a police to remove an unruly male passenger off the train
UP-W	66 80% OT	Fri, Feb 05	43	K1	DELAYED DUE TO LATE ARRIVAL OF M63 EQUIPMENT
		Mon, Feb 08	30	KP	HELD @ MP 11 DUE TO POLICE ON THE TRACK @ MP 6 WAITED FOR TRACKS TO BE RELEASED
		Mon, Feb 15	18	DW1	DEPARTED ELBURN LATE DUE TO LATE ARRIVAL OF M63
		Thu, Feb 18	30	J1	LATE DEPARTURE OUT OF ELBURN DUE TO LATE ARRIVAL OF M63 CREW & EQUIPMENT; NO SIGNAL AT CN WEST CHICAGO; NO SIGNAL AT KEDZIE; FLAGGED WESTERN AVE
UP-W	69 80% OT	Tue, Feb 09	10	D	WAITED FOR A SIGNAL AT PROVO JUNCTION DUE TO FREIGHT TRAIN IG4AH
		Wed, Feb 10	10	D	WAITED FOR A SIGNAL AT KEDZIE DUE TO FREIGHT CROSSTRAFFIC (IOJPRJ)
		Mon, Feb 15	0	XRW	ANNULLED. Engineer no show due to weather
		Mon, Feb 22	11	D	Delayed at Kedzie waiting for IG1LAX to clear
UP-W	71 75% OT	Wed, Feb 10	20	KP	STOPPED AT OAK PARK DUE TO A RMCC REPORT OF A TRESPASSER WITHIN THE AREA. WAITED FOR LOCAL POLICE TO SEARCH/RELEASE TRACKS.
		Thu, Feb 11	25	D	25" Waited for freight train MPRNP-11 (4 engines, 12727 feet) to cross ahead at Park interlocking.
		Mon, Feb 15	34	GW	LATE DEPARTURE OUT OF CPT DUE TO SWITCH FAILURES AT LAKE ST. INTERLOCKING CREW AND PASSENGERS HAD TO SWAP EQUIPMENT
		Wed, Feb 17	22	KW	Late departure out of CPT due cab car had no power (cab car was not connected to rest of the consist), some air hoses had to be connected, 480 cable had to be replaced due to it arrived from the Coachyard (@ 22:20) torn. Waited for CPT Mechanical Department
		Tue, Feb 23	12	D	WAITED FOR A SIGNAL AT KEDZIE DUE TO FREIGHT TRAIN YPRYC-22 CROSSED AHEAD

Data is final (03/23/2021) 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
<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 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
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>7</b>	<b>3</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>7</b>	<b>49</b>	<b>109</b>
Freight Interference - Peak	1	-	-	-	7	1	8	6	4	1	-	2	22	52
Primary	1	-	-	-	7	1	8	6	4	1	-	2	15	43
Secondary	-	-	-	-	-	-	-	-	-	-	-	-	7	9
Freight Interference - Off-Peak	6	-	-	-	-	2	12	-	2	2	1	5	27	57
Primary	4	-	-	-	-	2	10	-	2	2	1	5	21	47
Secondary	2	-	-	-	-	-	2	-	-	-	-	-	6	10
<b>Signal/Switch Failure - Total</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>6</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>6</b>	<b>7</b>	<b>93</b>
Signal/Switch Failure - Metra/PSA	1	6	5	2	-	6	10	-	19	1	4	4	7	65
Primary	1	4	3	2	-	5	8	-	19	1	2	4	2	51
Secondary	-	2	2	-	-	1	2	-	-	-	2	-	5	14
Signal/Switch Failure - Foreign	4	-	-	-	6	2	1	1	-	12	-	2	-	28
Primary	3	-	-	-	6	1	1	1	-	11	-	2	-	25
Secondary	1	-	-	-	-	1	-	-	-	1	-	-	-	3
<b>Mechanical Failure - Total</b>	<b>4</b>	-	-	-	-	<b>5</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>4</b>	<b>5</b>	<b>8</b>	<b>43</b>
Mechanical Failure - Metra/PSA	4	-	-	-	-	5	4	4	7	2	4	5	8	43
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	-	1	-	1	-	3	1	8	14
Primary	-	-	-	-	-	-	1	-	1	-	2	1	3	8
Secondary	-	-	-	-	-	-	-	-	-	-	1	-	5	6
Locomotive Issue - Metra/PSA	4	-	-	-	-	5	3	4	6	2	1	4	-	29
Primary	3	-	-	-	-	2	2	3	5	1	1	2	-	19
Secondary	1	-	-	-	-	3	1	1	1	1	-	2	-	10
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>1</b>	-	-	<b>1</b>	-	<b>3</b>	-	<b>4</b>	-	-	-	-	-	<b>9</b>
Passenger Train Interference - Metra/PSA	-	-	-	1	-	2	-	4	-	-	-	-	-	7
Passenger Train Interference - Foreign	1	-	-	-	-	1	-	-	-	-	-	-	-	2
<b>Accident - Total</b>	<b>17</b>	-	-	-	-	<b>2</b>	<b>4</b>	-	<b>4</b>	-	-	-	<b>8</b>	<b>35</b>
Accident - Metra/PSA	14	-	-	-	-	2	1	-	4	-	-	-	-	21
Accident - Foreign	3	-	-	-	-	-	3	-	-	-	-	-	8	14
<b>Track Work - Total</b>	<b>1</b>	<b>1</b>	-	-	-	<b>1</b>	<b>2</b>	-	<b>6</b>	-	<b>1</b>	<b>5</b>	<b>1</b>	<b>18</b>
Track Work - Metra/PSA	1	1	-	-	-	1	2	-	6	-	1	5	1	18
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>7</b>	-	<b>4</b>	<b>14</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>62</b>
Human Error - Metra/PSA	5	9	4	7	-	-	10	1	10	1	1	1	3	52
Human Error - Foreign	-	-	-	-	-	4	4	-	-	-	-	2	-	10
<b>PTC Related - Total</b>	<b>1</b>	-	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>32</b>
PTC Related - Metra/PSA	1	-	1	1	1	4	2	1	2	-	2	4	7	26
PTC Related - Foreign	-	-	-	1	-	-	-	-	1	3	-	-	1	6
<b>Weather - Total</b>	<b>48</b>	<b>24</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>67</b>	<b>59</b>	<b>8</b>	<b>43</b>	<b>8</b>	<b>36</b>	<b>68</b>	<b>41</b>	<b>430</b>
Weather - Metra/PSA	35	24	11	11	4	64	56	8	43	6	36	64	35	397
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	-	4	6	33
<b>Passenger Related - Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	-	-	<b>3</b>	-	<b>4</b>	-	<b>5</b>	<b>4</b>	<b>12</b>	<b>37</b>
<b>Obstruction/Debris - Total</b>	-	<b>1</b>	<b>1</b>	<b>7</b>	-	<b>2</b>	<b>4</b>	-	<b>3</b>	-	<b>6</b>	<b>5</b>	<b>7</b>	<b>36</b>
<b>Catenary Failure - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other - Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Trains Delayed</b>	<b>94</b>	<b>42</b>	<b>23</b>	<b>32</b>	<b>20</b>	<b>99</b>	<b>123</b>	<b>25</b>	<b>105</b>	<b>30</b>	<b>60</b>	<b>107</b>	<b>144</b>	<b>904</b>
Total Metra/PSA Delays	66	42	23	31	5	86	92	18	98	10	59	92	80	702
Total Foreign Carrier Delays	28	0	0	1	15	13	31	7	7	20	1	15	64	202

Data for current month is final (03/23/2021) version of TOPS

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**Table 5.b: Train Delays by Cause and Line**  
Average February 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
<b>Freight Interference - Total</b>	<b>9</b>	-	-	-	<b>5</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>7</b>	<b>22</b>	<b>88</b>
Freight Interference - Peak	3	-	-	-	4	3	3	1	3	3	-	4	6	31
Primary	2	-	-	-	4	1	2	1	2	2	-	3	2	19
Secondary	0	-	-	-	0	2	1	1	2	1	-	1	4	12
Freight Interference - Off-Peak	6	-	-	-	1	8	9	4	4	5	1	2	16	57
Primary	5	-	-	-	1	5	7	3	3	4	1	2	12	42
Secondary	1	-	-	-	-	4	2	0	1	2	0	1	5	15
<b>Signal/Switch Failure - Total</b>	<b>29</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>15</b>	<b>12</b>	<b>15</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>21</b>	<b>158</b>
Signal/Switch Failure - Metra/PSA	15	9	5	4	1	14	12	4	20	2	5	6	17	113
Primary	12	7	4	3	1	7	9	2	13	2	2	3	3	68
Secondary	3	2	1	1	0	6	3	1	7	1	2	3	14	45
Signal/Switch Failure - Foreign	14	-	-	-	2	1	1	11	-	8	-	4	4	45
Primary	11	-	-	-	2	1	1	11	-	5	-	2	3	36
Secondary	3	-	-	-	0	0	0	0	-	3	-	1	1	10
<b>Mechanical Failure - Total</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	-	<b>20</b>	<b>10</b>	<b>5</b>	<b>17</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>18</b>	<b>112</b>
Mechanical Failure - Metra/PSA	16	2	1	1	-	16	10	4	17	3	10	7	18	104
Non-Locomotive Equipment Issue - Metra/PSA	5	2	1	1	-	3	2	1	4	2	6	5	7	39
Primary	2	1	0	0	-	1	1	0	2	1	2	2	3	16
Secondary	3	1	1	1	-	2	1	1	2	1	3	3	4	23
Locomotive Issue - Metra/PSA	11	-	-	-	-	13	8	3	13	1	4	2	11	65
Primary	3	-	-	-	-	4	5	1	6	0	1	1	2	23
Secondary	8	-	-	-	-	9	4	2	7	1	3	1	9	42
Mechanical Failure - Foreign	0	3	0	0	-	3	0	1	-	-	-	-	-	8
<b>Passenger Train Interference - Total</b>	<b>1</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>-</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>0</b>	<b>9</b>
Passenger Train Interference - Metra/PSA	-	-	-	-	-	3	-	1	-	-	-	-	0	4
Passenger Train Interference - Foreign	1	0	-	0	1	1	-	0	0	1	-	-	-	5
<b>Accident - Total</b>	<b>4</b>	<b>16</b>	<b>2</b>	<b>1</b>	-	<b>6</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>64</b>
Accident - Metra/PSA	4	3	0	1	-	6	7	1	3	2	10	5	3	45
Accident - Foreign	1	13	2	-	-	-	-	-	-	-	-	-	2	18
<b>Track Work - Total</b>	<b>8</b>	<b>2</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>31</b>
Track Work - Metra/PSA	8	2	-	1	1	6	1	1	3	0	2	3	2	29
Track Work - Foreign	-	-	-	-	-	0	1	-	-	1	-	-	-	2
<b>Human Error - Total</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>11</b>	<b>120</b>
Human Error - Metra/PSA	9	2	1	0	0	6	6	1	11	0	8	8	10	63
Human Error - Foreign	21	-	-	-	2	12	9	5	-	7	0	0	2	57
<b>PTC Related - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>42</b>
PTC Related - Metra/PSA	2	2	1	0	1	1	2	1	5	-	11	4	11	41
PTC Related - Foreign	0	-	-	-	0	0	-	-	-	0	-	-	0	1
<b>Weather - Total</b>	<b>32</b>	<b>26</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>17</b>	<b>17</b>	<b>4</b>	<b>33</b>	<b>4</b>	<b>7</b>	<b>17</b>	<b>10</b>	<b>188</b>
Weather - Metra/PSA	32	26	8	13	1	17	17	4	32	4	7	17	10	188
Weather - Foreign	-	-	-	-	-	-	-	-	0	-	-	-	-	0
<b>Passenger Related - Total</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>10</b>	<b>15</b>	<b>80</b>
<b>Obstruction/Debris - Total</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>6</b>	<b>57</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>
<b>Total Trains Delayed</b>	<b>141</b>	<b>74</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>110</b>	<b>93</b>	<b>44</b>	<b>121</b>	<b>41</b>	<b>65</b>	<b>82</b>	<b>123</b>	<b>957</b>
Total Metra/PSA Delays	94	58	22	25	3	81	70	22	113	16	64	71	93	732
Total Foreign Carrier Delays	47	17	2	1	10	29	23	21	8	25	1	11	30	226

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 5.c: Train Delays by Cause and Line**  
**February 2021 Compared to Average February 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
<b>Freight Interference - Total</b>	<b>(2)</b>	-	-	-	<b>2</b>	<b>(9)</b>	<b>8</b>	<b>1</b>	<b>(1)</b>	<b>(5)</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>21</b>
Freight Interference - Peak	(2)	-	-	-	3	(2)	5	5	1	(2)	-	(2)	16	21
Primary	(1)	-	-	-	3	(0)	6	5	0	(1)	-	(1)	13	24
Secondary	(0)	-	-	-	(0)	(2)	(1)	(1)	0	(1)	-	(1)	3	(3)
Freight Interference - Off-Peak	(0)	-	-	-	(1)	(6)	3	(4)	(2)	(3)	0	3	11	-
Primary	(1)	-	-	-	(1)	(3)	3	(3)	(1)	(2)	0	3	9	5
Secondary	1	-	-	-	-	(4)	(0)	(0)	(1)	(2)	(0)	(1)	1	(5)
<b>Signal/Switch Failure - Total</b>	<b>(24)</b>	<b>(3)</b>	-	<b>(2)</b>	<b>3</b>	<b>(7)</b>	<b>(1)</b>	<b>(14)</b>	<b>(1)</b>	<b>2</b>	<b>(1)</b>	<b>(4)</b>	<b>(14)</b>	<b>(65)</b>
Signal/Switch Failure - Metra/PSA	(14)	(3)	-	(2)	(1)	(8)	(2)	(4)	(1)	(1)	(1)	(2)	(10)	(48)
Primary	(11)	(3)	(1)	(1)	(1)	(2)	(1)	(2)	6	(1)	(0)	1	(1)	(17)
Secondary	(3)	(0)	1	(1)	(0)	(5)	(1)	(1)	(7)	(1)	(0)	(3)	(9)	(31)
Signal/Switch Failure - Foreign	(10)	-	-	-	4	1	0	(10)	-	4	-	(2)	(4)	(17)
Primary	(8)	-	-	-	4	0	0	(10)	-	6	-	(0)	(3)	(11)
Secondary	(2)	-	-	-	(0)	1	(0)	(0)	-	(2)	-	(1)	(1)	(7)
<b>Mechanical Failure - Total</b>	<b>(12)</b>	<b>(5)</b>	<b>(1)</b>	<b>(1)</b>	-	<b>(15)</b>	<b>(6)</b>	<b>(1)</b>	<b>(10)</b>	<b>(1)</b>	<b>(6)</b>	<b>(2)</b>	<b>(10)</b>	<b>(69)</b>
Mechanical Failure - Metra/PSA	(12)	(2)	(1)	(1)	-	(11)	(6)	-	(10)	(1)	(6)	(2)	(10)	(61)
Non-Locomotive Equipment Issue - Metra/PSA	(5)	(2)	(1)	(1)	-	(3)	(1)	(1)	(3)	(2)	(3)	(4)	1	(25)
Primary	(2)	(1)	(0)	(0)	-	(1)	-	(0)	(1)	(1)	(0)	(1)	-	(8)
Secondary	(3)	(1)	(1)	(1)	-	(2)	(1)	(1)	(2)	(1)	(2)	(3)	1	(17)
Locomotive Issue - Metra/PSA	(7)	-	-	-	-	(8)	(5)	1	(7)	1	(3)	2	(11)	(36)
Primary	0	-	-	-	-	(2)	(3)	2	(1)	1	(0)	1	(2)	(4)
Secondary	(7)	-	-	-	-	(6)	(3)	(1)	(6)	0	(3)	1	(9)	(32)
Mechanical Failure - Foreign	(0)	(3)	(0)	(0)	-	(3)	(0)	(1)	-	-	-	-	-	(8)
<b>Passenger Train Interference - Total</b>	<b>(0)</b>	<b>(0)</b>	-	<b>1</b>	<b>(1)</b>	<b>(1)</b>	-	<b>3</b>	<b>(0)</b>	<b>(1)</b>	-	-	<b>(0)</b>	<b>(0)</b>
Passenger Train Interference - Metra/PSA	-	-	-	1	-	(1)	-	3	-	-	-	-	(0)	3
Passenger Train Interference - Foreign	(0)	(0)	-	(0)	(1)	-	-	(0)	(0)	(1)	-	-	-	(3)
<b>Accident - Total</b>	<b>13</b>	<b>(16)</b>	<b>(2)</b>	<b>(1)</b>	-	<b>(4)</b>	<b>(3)</b>	<b>(1)</b>	<b>1</b>	<b>(2)</b>	<b>(10)</b>	<b>(5)</b>	<b>2</b>	<b>(29)</b>
Accident - Metra/PSA	10	(3)	(0)	(1)	-	(4)	(6)	(1)	1	(2)	(10)	(5)	(3)	(24)
Accident - Foreign	2	(13)	(2)	-	-	-	3	-	-	-	-	-	6	(4)
<b>Track Work - Total</b>	<b>(7)</b>	<b>(1)</b>	-	<b>(1)</b>	<b>(1)</b>	<b>(5)</b>	<b>(0)</b>	<b>(1)</b>	<b>3</b>	<b>(1)</b>	<b>(1)</b>	<b>2</b>	<b>(1)</b>	<b>(13)</b>
Track Work - Metra/PSA	(7)	(1)	-	(1)	(1)	(5)	1	(1)	3	(0)	(1)	2	(1)	(11)
Track Work - Foreign	-	-	-	-	-	(0)	(1)	-	-	(1)	-	-	-	(2)
<b>Human Error - Total</b>	<b>(25)</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>(3)</b>	<b>(13)</b>	<b>(1)</b>	<b>(5)</b>	<b>(1)</b>	<b>(6)</b>	<b>(7)</b>	<b>(5)</b>	<b>(8)</b>	<b>(58)</b>
Human Error - Metra/PSA	(4)	7	3	7	(0)	(6)	4	(0)	(1)	1	(7)	(7)	(7)	(11)
Human Error - Foreign	(21)	-	-	-	(2)	(8)	(5)	(5)	-	(7)	(0)	2	(2)	(47)
<b>PTC Related - Total</b>	<b>(1)</b>	<b>(2)</b>	<b>0</b>	<b>2</b>	-	<b>2</b>	<b>0</b>	<b>0</b>	<b>(2)</b>	<b>3</b>	<b>(9)</b>	<b>0</b>	<b>(3)</b>	<b>(10)</b>
PTC Related - Metra/PSA	(1)	(2)	0	1	0	3	0	0	(3)	-	(9)	0	(4)	(15)
PTC Related - Foreign	(0)	-	-	1	(0)	(0)	-	-	1	3	-	-	1	5
<b>Weather - Total</b>	<b>16</b>	<b>(2)</b>	<b>3</b>	<b>(2)</b>	<b>5</b>	<b>50</b>	<b>42</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>29</b>	<b>51</b>	<b>31</b>	<b>242</b>
Weather - Metra/PSA	3	(2)	3	(2)	3	47	39	4	11	2	29	47	25	209
Weather - Foreign	13	-	-	-	2	3	3	-	(0)	2	-	4	6	33
<b>Passenger Related - Total</b>	<b>1</b>	<b>(8)</b>	<b>(2)</b>	<b>1</b>	<b>(0)</b>	<b>(6)</b>	<b>(7)</b>	<b>(2)</b>	<b>(8)</b>	<b>(0)</b>	<b>(3)</b>	<b>(6)</b>	<b>(3)</b>	<b>(43)</b>
<b>Obstruction/Debris - Total</b>	<b>(4)</b>	<b>(1)</b>	<b>(2)</b>	<b>4</b>	-	<b>(3)</b>	<b>(1)</b>	<b>(3)</b>	<b>(7)</b>	<b>(4)</b>	<b>4</b>	<b>(5)</b>	<b>1</b>	<b>(21)</b>
<b>Catenary Failure - Total</b>	-	<b>(1)</b>	-	<b>(0)</b>	-	-	-	-	-	-	-	-	-	<b>(1)</b>
<b>Other - Total</b>	-	-	-	<b>(1)</b>	-	<b>(0)</b>	<b>(1)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(3)</b>	<b>(0)</b>	<b>(6)</b>
<b>Total Trains Delayed</b>	<b>(47)</b>	<b>(32)</b>	<b>(2)</b>	<b>7</b>	<b>7</b>	<b>(11)</b>	<b>30</b>	<b>(19)</b>	<b>(16)</b>	<b>(11)</b>	<b>(5)</b>	<b>25</b>	<b>21</b>	<b>(53)</b>
Total Metra/PSA Delays	-28	-16	1	6	2	5	22	-4	-15	-6	-5	21	-13	-30
Total Foreign Carrier Delays	-19	-17	-2	0	5	-16	8	-14	-1	-5	0	4	34	-24

Data for current month is final (03/23/2021) 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 - February 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
<b>Freight Interference - Total</b>	<b>7</b>	-	-	-	<b>9</b>	<b>9</b>	<b>43</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>10</b>	<b>72</b>	<b>174</b>
Freight Interference - Peak	1	-	-	-	9	3	21	10	4	3	-	4	28	83
Primary	1	-	-	-	9	3	18	10	2	3	-	4	19	69
Secondary	-	-	-	-	-	-	3	-	2	-	-	-	9	14
Freight Interference - Off-Peak	6	-	-	-	-	6	22	-	3	3	1	6	44	91
Primary	4	-	-	-	-	6	20	-	3	3	1	6	28	71
Secondary	2	-	-	-	-	-	2	-	-	-	-	-	16	20
<b>Signal/Switch Failure - Total</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>25</b>	<b>17</b>	<b>4</b>	<b>27</b>	<b>13</b>	<b>5</b>	<b>9</b>	<b>10</b>	<b>139</b>
Signal/Switch Failure - Metra/PSA	2	6	7	3	-	23	15	2	26	1	5	4	8	102
Primary	2	4	5	2	-	19	13	2	25	1	3	4	3	83
Secondary	-	2	2	1	-	4	2	-	1	-	2	-	5	19
Signal/Switch Failure - Foreign	4	-	-	-	7	2	2	2	1	12	-	5	2	37
Primary	3	-	-	-	7	1	2	2	1	11	-	4	2	33
Secondary	1	-	-	-	-	1	-	-	-	1	-	1	-	4
<b>Mechanical Failure - Total</b>	<b>4</b>	-	-	-	-	<b>15</b>	<b>14</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>8</b>	<b>68</b>
Mechanical Failure - Metra/PSA	4	-	-	-	-	15	14	5	10	3	4	5	8	68
Non-Locomotive Equipment Issue - Metra/PSA	-	-	-	-	-	2	2	-	2	-	3	1	8	18
Primary	-	-	-	-	-	1	2	-	2	-	2	1	3	11
Secondary	-	-	-	-	-	1	-	-	-	-	1	-	5	7
Locomotive Issue - Metra/PSA	4	-	-	-	-	13	12	5	8	3	1	4	-	50
Primary	3	-	-	-	-	7	5	4	6	2	1	2	-	30
Secondary	1	-	-	-	-	6	7	1	2	1	-	2	-	20
Mechanical Failure - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Passenger Train Interference - Total</b>	<b>1</b>	-	-	<b>1</b>	-	<b>5</b>	-	<b>4</b>	-	-	-	-	-	<b>11</b>
Passenger Train Interference - Metra/PSA	-	-	-	1	-	4	-	4	-	-	-	-	-	9
Passenger Train Interference - Foreign	1	-	-	-	-	1	-	-	-	-	-	-	-	2
<b>Accident - Total</b>	<b>24</b>	-	<b>1</b>	-	-	<b>3</b>	<b>7</b>	-	<b>4</b>	-	<b>2</b>	<b>10</b>	<b>14</b>	<b>65</b>
Accident - Metra/PSA	14	-	1	-	-	3	4	-	4	-	2	10	6	44
Accident - Foreign	10	-	-	-	-	-	3	-	-	-	-	-	8	21
<b>Track Work - Total</b>	<b>1</b>	<b>1</b>	-	-	<b>1</b>	<b>1</b>	<b>2</b>	-	<b>6</b>	-	<b>1</b>	<b>5</b>	<b>1</b>	<b>19</b>
Track Work - Metra/PSA	1	1	-	-	1	1	2	-	6	-	1	5	1	19
Track Work - Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Human Error - Total</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>19</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>87</b>
Human Error - Metra/PSA	5	9	4	8	-	3	14	1	13	2	6	2	4	71
Human Error - Foreign	-	-	-	-	1	6	5	1	-	-	-	3	-	16
<b>PTC Related - Total</b>	<b>2</b>	-	<b>1</b>	<b>4</b>	<b>4</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>65</b>
PTC Related - Metra/PSA	2	-	1	3	2	18	7	1	2	-	4	4	10	54
PTC Related - Foreign	-	-	-	1	2	-	2	-	2	3	-	-	1	11
<b>Weather - Total</b>	<b>50</b>	<b>28</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>72</b>	<b>61</b>	<b>8</b>	<b>46</b>	<b>8</b>	<b>38</b>	<b>70</b>	<b>43</b>	<b>453</b>
Weather - Metra/PSA	37	28	11	12	4	69	58	8	46	6	38	66	37	420
Weather - Foreign	13	-	-	-	2	3	3	-	-	2	-	4	6	33
<b>Passenger Related - Total</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>3</b>	-	<b>3</b>	<b>7</b>	-	<b>8</b>	-	<b>7</b>	<b>8</b>	<b>14</b>	<b>57</b>
<b>Obstruction/Debris - Total</b>	<b>-</b>	<b>5</b>	<b>3</b>	<b>7</b>	-	<b>4</b>	<b>7</b>	-	<b>7</b>	<b>2</b>	<b>8</b>	<b>6</b>	<b>23</b>	<b>72</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other - Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Trains Delayed</b>	<b>105</b>	<b>50</b>	<b>28</b>	<b>38</b>	<b>28</b>	<b>164</b>	<b>186</b>	<b>34</b>	<b>132</b>	<b>37</b>	<b>76</b>	<b>132</b>	<b>200</b>	<b>1,210</b>
Total Metra/PSA Delays	70	50	28	37	7	143	128	21	122	14	75	110	111	916
Total Foreign Carrier Delays	35	0	0	1	21	21	58	13	10	23	1	22	89	294

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

**Table 6.b: Train Delays by Cause and Line - YTD**  
**January - February 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
<b>Freight Interference - Total</b>	<b>24</b>	-	-	-	<b>9</b>	<b>20</b>	<b>22</b>	<b>9</b>	<b>16</b>	<b>18</b>	<b>2</b>	<b>12</b>	<b>41</b>	<b>173</b>
Freight Interference - Peak	12	-	-	-	8	5	6	4	6	5	0	7	13	66
Primary	7	-	-	-	7	3	4	2	4	3	0	5	6	41
Secondary	5	-	-	-	1	2	2	1	2	2	-	2	8	24
Freight Interference - Off-Peak	12	-	-	-	1	15	16	6	10	13	1	5	28	107
Primary	9	-	-	-	1	9	11	5	7	8	1	3	20	74
Secondary	3	-	-	-	-	6	5	1	3	5	0	2	7	33
<b>Signal/Switch Failure - Total</b>	<b>49</b>	<b>18</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>33</b>	<b>31</b>	<b>25</b>	<b>37</b>	<b>22</b>	<b>6</b>	<b>14</b>	<b>26</b>	<b>287</b>
Signal/Switch Failure - Metra/PSA	23	18	8	11	1	24	26	8	36	7	6	9	20	197
Primary	17	13	6	9	1	14	19	5	24	5	3	6	6	127
Secondary	6	5	2	2	0	9	7	2	12	2	3	3	15	70
Signal/Switch Failure - Foreign	26	-	-	-	6	10	5	17	1	15	0	5	6	90
Primary	19	-	-	-	5	5	3	14	1	10	-	3	4	64
Secondary	7	-	-	-	1	4	2	3	-	5	0	2	2	26
<b>Mechanical Failure - Total</b>	<b>47</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>40</b>	<b>26</b>	<b>9</b>	<b>36</b>	<b>6</b>	<b>24</b>	<b>19</b>	<b>26</b>	<b>246</b>
Mechanical Failure - Metra/PSA	47	3	2	1	1	36	26	8	36	6	24	19	26	235
Non-Locomotive Equipment Issue - Metra/PSA	14	3	2	1	0	6	3	2	5	3	9	9	12	70
Primary	6	1	1	0	0	3	2	1	2	2	4	4	5	30
Secondary	9	2	2	1	-	4	1	1	3	1	5	5	7	40
Locomotive Issue - Metra/PSA	32	-	-	-	1	29	23	7	32	2	16	10	14	165
Primary	8	-	-	-	1	7	9	1	10	1	4	3	4	47
Secondary	25	-	-	-	0	22	14	5	21	1	12	7	10	118
Mechanical Failure - Foreign	1	3	1	0	0	5	0	1	-	-	-	-	-	11
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>4</b>	-	-	<b>0</b>	<b>25</b>
Passenger Train Interference - Metra/PSA	-	1	1	0	-	5	0	3	1	-	-	-	0	12
Passenger Train Interference - Foreign	2	1	0	1	1	3	-	0	0	4	-	-	-	13
<b>Accident - Total</b>	<b>8</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>12</b>	<b>16</b>	<b>17</b>	<b>116</b>
Accident - Metra/PSA	7	5	1	2	0	10	8	3	9	3	12	16	11	87
Accident - Foreign	1	13	2	-	1	2	0	0	1	2	-	-	6	29
<b>Track Work - Total</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>66</b>
Track Work - Metra/PSA	13	9	1	3	1	8	2	1	8	2	4	5	5	64
Track Work - Foreign	-	-	-	-	-	0	1	-	-	1	-	-	-	2
<b>Human Error - Total</b>	<b>43</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>34</b>	<b>20</b>	<b>9</b>	<b>20</b>	<b>9</b>	<b>15</b>	<b>16</b>	<b>18</b>	<b>203</b>
Human Error - Metra/PSA	19	9	3	3	1	21	11	4	20	1	14	14	16	136
Human Error - Foreign	23	-	-	-	3	13	9	5	-	8	1	2	2	67
<b>PTC Related - Total</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>18</b>	<b>69</b>
PTC Related - Metra/PSA	3	3	1	2	1	2	2	1	8	-	19	7	18	66
PTC Related - Foreign	1	-	-	-	1	0	-	-	-	0	-	-	0	2
<b>Weather - Total</b>	<b>66</b>	<b>44</b>	<b>14</b>	<b>25</b>	<b>2</b>	<b>39</b>	<b>30</b>	<b>10</b>	<b>73</b>	<b>7</b>	<b>30</b>	<b>34</b>	<b>19</b>	<b>393</b>
Weather - Metra/PSA	66	44	14	25	2	39	30	10	73	6	30	34	19	391
Weather - Foreign	0	-	-	-	-	0	-	-	0	1	-	-	-	2
<b>Passenger Related - Total</b>	<b>9</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>21</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>24</b>	<b>138</b>
<b>Obstruction/Debris - Total</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>7</b>	<b>-</b>	<b>8</b>	<b>11</b>	<b>7</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>18</b>	<b>13</b>	<b>121</b>
<b>Catenary Failure - Total</b>	<b>-</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8</b>
<b>Other - Total</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>13</b>
<b>Total Trains Delayed</b>	<b>279</b>	<b>137</b>	<b>46</b>	<b>62</b>	<b>30</b>	<b>217</b>	<b>168</b>	<b>81</b>	<b>256</b>	<b>79</b>	<b>134</b>	<b>160</b>	<b>209</b>	<b>1,857</b>
Total Metra/PSA Delays	201	119	42	60	8	164	130	48	238	30	132	141	154	1,467
Total Foreign Carrier Delays	78	18	3	2	22	53	37	33	18	49	3	19	55	390

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.c: Train Delays by Cause and Line - YTD**  
**January - February 2021 Compared to Average January - February 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
<b>Freight Interference - Total</b>	<b>(17)</b>	-	-	-	<b>0</b>	<b>(11)</b>	<b>21</b>	<b>1</b>	<b>(9)</b>	<b>(12)</b>	<b>(1)</b>	<b>(2)</b>	<b>31</b>	<b>1</b>
Freight Interference - Peak	(11)	-	-	-	1	(2)	15	6	(2)	(2)	(0)	(3)	15	17
Primary	(6)	-	-	-	2	-	14	8	(2)	(0)	(0)	(1)	13	28
Secondary	(5)	-	-	-	(1)	(2)	1	(1)	0	(2)	-	(2)	1	(10)
Freight Interference - Off-Peak	(6)	-	-	-	(1)	(9)	6	(6)	(7)	(10)	(0)	1	16	(16)
Primary	(5)	-	-	-	(1)	(3)	9	(5)	(4)	(5)	0	3	8	(3)
Secondary	(1)	-	-	-	-	(6)	(3)	(1)	(3)	(5)	(0)	(2)	9	(13)
<b>Signal/Switch Failure - Total</b>	<b>(43)</b>	<b>(12)</b>	<b>(1)</b>	<b>(8)</b>	<b>(0)</b>	<b>(8)</b>	<b>(14)</b>	<b>(21)</b>	<b>(10)</b>	<b>(9)</b>	<b>(1)</b>	<b>(5)</b>	<b>(16)</b>	<b>(148)</b>
Signal/Switch Failure - Metra/PSA	(21)	(12)	(1)	(8)	(1)	(1)	(11)	(6)	(10)	(6)	(1)	(5)	(12)	(95)
Primary	(15)	(9)	(1)	(7)	(1)	5	(6)	(3)	1	(4)	-	(2)	(3)	(44)
Secondary	(6)	(3)	-	(1)	(0)	(5)	(5)	(2)	(11)	(2)	(1)	(3)	(10)	(51)
Signal/Switch Failure - Foreign	(22)	-	-	-	1	(8)	(3)	(15)	0	(3)	(0)	0	(4)	(53)
Primary	(16)	-	-	-	2	(4)	(1)	(12)	0	1	-	1	(2)	(31)
Secondary	(6)	-	-	-	(1)	(3)	(2)	(3)	-	(4)	(0)	(1)	(2)	(22)
<b>Mechanical Failure - Total</b>	<b>(43)</b>	<b>(6)</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>(25)</b>	<b>(12)</b>	<b>(4)</b>	<b>(26)</b>	<b>(3)</b>	<b>(20)</b>	<b>(14)</b>	<b>(18)</b>	<b>(178)</b>
Mechanical Failure - Metra/PSA	(43)	(3)	(2)	(1)	(1)	(21)	(12)	(3)	(26)	(3)	(20)	(14)	(18)	(167)
Non-Locomotive Equipment Issue - Metra/PSA	(14)	(3)	(2)	(1)	(0)	(4)	(1)	(2)	(3)	(3)	(6)	(8)	(4)	(52)
Primary	(6)	(1)	(1)	(0)	(0)	(2)	0	(1)	-	(2)	(2)	(3)	(2)	(19)
Secondary	(9)	(2)	(2)	(1)	-	(3)	(1)	(1)	(3)	(1)	(4)	(5)	(2)	(33)
Locomotive Issue - Metra/PSA	(28)	-	-	-	(1)	(16)	(11)	(2)	(24)	1	(15)	(6)	(14)	(115)
Primary	(5)	-	-	-	(1)	(0)	(4)	3	(4)	1	(3)	(1)	(4)	(17)
Secondary	(24)	-	-	-	(0)	(16)	(7)	(4)	(19)	(0)	(12)	(5)	(10)	(98)
Mechanical Failure - Foreign	(1)	(3)	(1)	(0)	(0)	(5)	(0)	(1)	-	-	-	-	-	(11)
<b>Passenger Train Interference - Total</b>	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(0)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>1</b>	<b>(2)</b>	<b>(4)</b>	-	-	<b>(0)</b>	<b>(14)</b>
Passenger Train Interference - Metra/PSA	-	(1)	(1)	1	-	(1)	(0)	1	(1)	-	-	-	(0)	(3)
Passenger Train Interference - Foreign	(1)	(1)	(0)	(1)	(1)	(2)	-	(0)	(0)	(4)	-	-	-	(11)
<b>Accident - Total</b>	<b>16</b>	<b>(18)</b>	<b>(2)</b>	<b>(2)</b>	<b>(2)</b>	<b>(9)</b>	<b>(1)</b>	<b>(3)</b>	<b>(6)</b>	<b>(5)</b>	<b>(10)</b>	<b>(6)</b>	<b>(3)</b>	<b>(51)</b>
Accident - Metra/PSA	7	(5)	0	(2)	(0)	(7)	(4)	(3)	(5)	(3)	(10)	(6)	(5)	(43)
Accident - Foreign	9	(13)	(2)	-	(1)	(2)	3	(0)	(1)	(2)	-	-	2	(8)
<b>Track Work - Total</b>	<b>(12)</b>	<b>(8)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(7)</b>	<b>(1)</b>	<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(3)</b>	-	<b>(4)</b>	<b>(47)</b>
Track Work - Metra/PSA	(12)	(8)	(1)	(3)	(0)	(7)	-	(1)	(2)	(2)	(3)	-	(4)	(45)
Track Work - Foreign	-	-	-	-	-	(0)	(1)	-	-	(1)	-	-	-	(2)
<b>Human Error - Total</b>	<b>(38)</b>	<b>(0)</b>	<b>1</b>	<b>5</b>	<b>(4)</b>	<b>(25)</b>	<b>(1)</b>	<b>(7)</b>	<b>(7)</b>	<b>(7)</b>	<b>(9)</b>	<b>(11)</b>	<b>(14)</b>	<b>(116)</b>
Human Error - Metra/PSA	(14)	(0)	1	5	(1)	(18)	3	(3)	(7)	1	(8)	(12)	(12)	(65)
Human Error - Foreign	(23)	-	-	-	(2)	(7)	(4)	(4)	-	(8)	(1)	1	(2)	(51)
<b>PTC Related - Total</b>	<b>(2)</b>	<b>(3)</b>	-	<b>2</b>	<b>2</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>(4)</b>	<b>3</b>	<b>(15)</b>	<b>(3)</b>	<b>(7)</b>	<b>(4)</b>
PTC Related - Metra/PSA	(1)	(3)	-	1	1	16	5	0	(6)	-	(15)	(3)	(8)	(12)
PTC Related - Foreign	(1)	-	-	1	1	(0)	2	-	2	3	-	-	1	9
<b>Weather - Total</b>	<b>(16)</b>	<b>(16)</b>	<b>(3)</b>	<b>(13)</b>	<b>4</b>	<b>33</b>	<b>31</b>	<b>(2)</b>	<b>(27)</b>	<b>1</b>	<b>8</b>	<b>36</b>	<b>24</b>	<b>60</b>
Weather - Metra/PSA	(29)	(16)	(3)	(13)	2	30	28	(2)	(27)	0	8	32	18	29
Weather - Foreign	13	-	-	-	2	3	3	-	(0)	1	-	4	6	31
<b>Passenger Related - Total</b>	<b>(4)</b>	<b>(15)</b>	<b>(4)</b>	<b>0</b>	<b>(0)</b>	<b>(8)</b>	<b>(7)</b>	<b>(3)</b>	<b>(13)</b>	<b>(0)</b>	<b>(9)</b>	<b>(8)</b>	<b>(10)</b>	<b>(81)</b>
<b>Obstruction/Debris - Total</b>	<b>(14)</b>	<b>(1)</b>	<b>(1)</b>	<b>0</b>	-	<b>(4)</b>	<b>(4)</b>	<b>(7)</b>	<b>(15)</b>	<b>(3)</b>	<b>3</b>	<b>(12)</b>	<b>10</b>	<b>(49)</b>
<b>Catenary Failure - Total</b>	-	<b>(6)</b>	<b>(1)</b>	<b>(1)</b>	-	-	-	-	-	-	-	-	-	<b>(8)</b>
<b>Other - Total</b>	<b>(1)</b>	-	<b>(1)</b>	<b>(1)</b>	-	<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(1)</b>	<b>(3)</b>	<b>(0)</b>	<b>(13)</b>
<b>Total Trains Delayed</b>	<b>(174)</b>	<b>(87)</b>	<b>(18)</b>	<b>(24)</b>	<b>(2)</b>	<b>(53)</b>	<b>18</b>	<b>(47)</b>	<b>(124)</b>	<b>(42)</b>	<b>(58)</b>	<b>(28)</b>	<b>(9)</b>	<b>(647)</b>
Total Metra/PSA Delays	-131	-69	-14	-23	-1	-21	-2	-27	-116	-16	-57	-31	-43	-551
Total Foreign Carrier Delays	-43	-18	-3	-1	-1	-32	21	-20	-8	-26	-2	3	34	-96

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

**Table 7.a: Train Delays by Cause and Month  
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 - Feb	
<b>Freight Interference - Total</b>	<b>65</b>	<b>109</b>											<b>174</b>	<b>14.4%</b>
Freight Interference - Peak	31	52											83	6.9%
Primary	26	43											69	5.7%
Secondary	5	9											14	1.2%
Freight Interference - Off-Peak	34	57											91	7.5%
Primary	24	47											71	5.9%
Secondary	10	10											20	1.7%
<b>Signal/Switch Failure - Total</b>	<b>46</b>	<b>93</b>											<b>139</b>	<b>11.5%</b>
Signal/Switch Failure - Metra/PSA	37	65											102	8.4%
Primary	32	51											83	6.9%
Secondary	5	14											19	1.6%
Signal/Switch Failure - Foreign	9	28											37	3.1%
Primary	8	25											33	2.7%
Secondary	1	3											4	0.3%
<b>Mechanical Failure - Total</b>	<b>25</b>	<b>43</b>											<b>68</b>	<b>5.6%</b>
Mechanical Failure - Metra/PSA	25	43											68	5.6%
Non-Locomotive Equipment Issue - Metra/PSA	4	14											18	1.5%
Primary	3	8											11	0.9%
Secondary	1	6											7	0.6%
Locomotive Issue - Metra/PSA	21	29											50	4.1%
Primary	11	19											30	2.5%
Secondary	10	10											20	1.7%
Mechanical Failure - Foreign	-	-											-	0.0%
<b>Passenger Train Interference - Total</b>	<b>2</b>	<b>9</b>											<b>11</b>	<b>0.9%</b>
Passenger Train Interference - Metra/PSA	2	7											9	0.7%
Passenger Train Interference - Foreign	-	2											2	0.2%
<b>Accident - Total</b>	<b>30</b>	<b>35</b>											<b>65</b>	<b>5.4%</b>
Accident - Metra/PSA	23	21											44	3.6%
Accident - Foreign	7	14											21	1.7%
<b>Track Work - Total</b>	<b>1</b>	<b>18</b>											<b>19</b>	<b>1.6%</b>
Track Work - Metra/PSA	1	18											19	1.6%
Track Work - Foreign	-	-											-	0.0%
<b>Human Error - Total</b>	<b>25</b>	<b>62</b>											<b>87</b>	<b>7.2%</b>
Human Error - Metra/PSA	19	52											71	5.9%
Human Error - Foreign	6	10											16	1.3%
<b>PTC Related - Total</b>	<b>33</b>	<b>32</b>											<b>65</b>	<b>5.4%</b>
PTC Related - Metra/PSA	28	26											54	4.5%
PTC Related - Foreign	5	6											11	0.9%
<b>Weather - Total</b>	<b>23</b>	<b>430</b>											<b>453</b>	<b>37.4%</b>
Weather - Metra/PSA	23	397											420	34.7%
Weather - Foreign	-	33											33	2.7%
<b>Passenger Related - Total</b>	<b>20</b>	<b>37</b>											<b>57</b>	<b>4.7%</b>
<b>Obstruction/Debris - Total</b>	<b>36</b>	<b>36</b>											<b>72</b>	<b>6.0%</b>
<b>Catenary Failure - Total</b>	-	-											-	<b>0.0%</b>
<b>Other - Total</b>	-	-											-	<b>0.0%</b>
<b>Total Trains Delayed</b>	<b>306</b>	<b>904</b>											<b>1,210</b>	<b>100.0%</b>
Total Metra/PSA Delays	214	702											916	75.7%
Total Foreign Carrier Delays	92	202											294	24.3%

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**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 - Feb	
<b>Freight Interference - Total</b>	<b>55</b>	<b>52</b>	<b>58</b>	<b>18</b>	<b>12</b>	<b>37</b>	<b>63</b>	<b>68</b>	<b>46</b>	<b>44</b>	<b>51</b>	<b>51</b>	<b>107</b>	<b>7.6%</b>
Freight Interference - Peak	19	13	20	6	3	12	24	33	20	19	18	21	32	2.3%
Primary	13	10	13	6	3	12	22	27	19	18	18	14	23	1.6%
Secondary	6	3	7	-	-	-	2	6	1	1	-	7	9	0.6%
Freight Interference - Off-Peak	36	39	38	12	9	25	39	35	26	25	33	30	75	5.3%
Primary	26	31	26	11	8	18	30	28	24	23	28	28	57	4.0%
Secondary	10	8	12	1	1	7	9	7	2	2	5	2	18	1.3%
<b>Signal/Switch Failure - Total</b>	<b>87</b>	<b>146</b>	<b>47</b>	<b>22</b>	<b>31</b>	<b>44</b>	<b>56</b>	<b>32</b>	<b>37</b>	<b>36</b>	<b>50</b>	<b>24</b>	<b>233</b>	<b>16.5%</b>
Signal/Switch Failure - Metra/PSA	70	77	36	20	24	35	51	29	30	31	48	21	147	10.4%
Primary	52	46	28	18	20	29	39	28	23	23	41	16	98	7.0%
Secondary	18	31	8	2	4	6	12	1	7	8	7	5	49	3.5%
Signal/Switch Failure - Foreign	17	69	11	2	7	9	5	3	7	5	2	3	86	6.1%
Primary	15	61	10	2	6	9	4	3	6	4	2	2	76	5.4%
Secondary	2	8	1	-	1	-	1	-	1	1	-	1	10	0.7%
<b>Mechanical Failure - Total</b>	<b>99</b>	<b>106</b>	<b>37</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>23</b>	<b>21</b>	<b>32</b>	<b>32</b>	<b>10</b>	<b>26</b>	<b>205</b>	<b>14.5%</b>
Mechanical Failure - Metra/PSA	93	92	37	15	13	11	23	21	32	32	10	26	185	13.1%
Non-Locomotive Equipment Issue - Metra/PSA	29	45	11	6	4	3	11	4	10	17	4	3	74	5.2%
Primary	12	16	5	4	3	3	10	4	9	13	4	3	28	2.0%
Secondary	17	29	6	2	1	-	1	-	1	4	-	-	46	3.3%
Locomotive Issue - Metra/PSA	64	47	26	9	9	8	12	17	22	15	6	23	111	7.9%
Primary	16	18	15	5	7	6	10	10	8	14	2	11	34	2.4%
Secondary	48	29	11	4	2	2	2	7	14	1	4	12	77	5.5%
Mechanical Failure - Foreign	6	14	-	-	-	1	-	-	-	-	-	-	20	1.4%
<b>Passenger Train Interference - Total</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>-</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>12</b>	<b>0.9%</b>
Passenger Train Interference - Metra/PSA	3	2	2	2	-	2	3	8	1	-	2	2	5	0.4%
Passenger Train Interference - Foreign	2	5	-	-	-	1	-	1	-	2	1	-	7	0.5%
<b>Accident - Total</b>	<b>57</b>	<b>18</b>	<b>20</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>15</b>	<b>30</b>	<b>21</b>	<b>75</b>	<b>5.3%</b>
Accident - Metra/PSA	57	17	13	4	1	1	18	19	10	10	27	21	74	5.2%
Accident - Foreign	-	1	7	-	4	4	7	-	-	5	3	-	1	0.1%
<b>Track Work - Total</b>	<b>41</b>	<b>46</b>	<b>38</b>	<b>18</b>	<b>41</b>	<b>59</b>	<b>40</b>	<b>30</b>	<b>28</b>	<b>28</b>	<b>40</b>	<b>7</b>	<b>87</b>	<b>6.2%</b>
Track Work - Metra/PSA	40	43	34	13	40	56	40	25	25	27	40	7	83	5.9%
Track Work - Foreign	1	3	4	5	1	3	-	5	3	1	-	-	4	0.3%
<b>Human Error - Total</b>	<b>103</b>	<b>99</b>	<b>42</b>	<b>14</b>	<b>17</b>	<b>18</b>	<b>36</b>	<b>36</b>	<b>28</b>	<b>36</b>	<b>29</b>	<b>23</b>	<b>202</b>	<b>14.3%</b>
Human Error - Metra/PSA	97	80	39	10	17	14	24	28	17	25	24	21	177	12.6%
Human Error - Foreign	6	19	3	4	-	4	12	8	11	11	5	2	25	1.8%
<b>PTC Related - Total</b>	<b>43</b>	<b>36</b>	<b>21</b>	<b>28</b>	<b>29</b>	<b>20</b>	<b>33</b>	<b>27</b>	<b>48</b>	<b>37</b>	<b>35</b>	<b>43</b>	<b>79</b>	<b>5.6%</b>
PTC Related - Metra/PSA	39	32	14	19	29	16	26	24	47	35	29	39	71	5.0%
PTC Related - Foreign	4	4	7	9	-	4	7	3	1	2	6	4	8	0.6%
<b>Weather - Total</b>	<b>33</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>24</b>	<b>11</b>	<b>26</b>	<b>148</b>	<b>10</b>	<b>80</b>	<b>93</b>	<b>16</b>	<b>122</b>	<b>8.7%</b>
Weather - Metra/PSA	32	89	4	7	23	10	26	148	10	80	93	16	121	8.6%
Weather - Foreign	1	-	-	-	1	1	-	-	-	-	-	-	1	0.1%
<b>Passenger Related - Total</b>	<b>57</b>	<b>55</b>	<b>37</b>	<b>5</b>	<b>12</b>	<b>47</b>	<b>24</b>	<b>27</b>	<b>24</b>	<b>26</b>	<b>12</b>	<b>18</b>	<b>112</b>	<b>7.9%</b>
<b>Obstruction/Debris - Total</b>	<b>97</b>	<b>39</b>	<b>25</b>	<b>18</b>	<b>165</b>	<b>21</b>	<b>27</b>	<b>31</b>	<b>31</b>	<b>22</b>	<b>75</b>	<b>18</b>	<b>136</b>	<b>9.6%</b>
<b>Catenary Failure - Total</b>	<b>21</b>	<b>-</b>	<b>25</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21</b>	<b>1.5%</b>
<b>Other - Total</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>-</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>1.3%</b>
<b>Total Trains Delayed</b>	<b>709</b>	<b>701</b>	<b>359</b>	<b>154</b>	<b>350</b>	<b>277</b>	<b>362</b>	<b>450</b>	<b>298</b>	<b>364</b>	<b>429</b>	<b>252</b>	<b>1,410</b>	<b>100.0%</b>
Total Metra/PSA Delays	617	534	269	116	325	213	268	362	230	294	361	192	1,151	81.6%
Total Foreign Carrier Delays	92	167	90	38	25	64	94	88	68	70	68	60	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.

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 2021

Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>Weekday Peak *</b>														
6-10	16	8	2	7	6	12	28	12	31	5	3	8	12	150
11-15	7	0	0	3	2	13	13	2	7	2	2	7	10	68
16-20	4	1	4	1	1	10	9	4	5	0	1	4	6	50
21+	8	5	2	3	11	7	5	6	5	11	5	12	15	95
Annulled	<u>7</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>1</u>	<u>23</u>
Sub-Total	42	18	11	16	20	42	56	25	48	18	11	35	44	386
<b>Weekday Off-Peak **</b>														
6-10	9	9	5	3	0	20	20	0	27	3	4	11	17	128
11-15	9	2	1	3	0	10	14	0	8	2	2	10	12	73
16-20	5	3	4	1	0	3	7	0	3	2	8	7	13	56
21+	8	7	1	6	0	10	12	0	8	5	25	15	38	135
Annulled	<u>4</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>6</u>	<u>5</u>	<u>20</u>
Sub-Total	35	22	12	13	0	43	55	0	46	12	40	49	85	412
<b>Saturday</b>														
6-10	4	1	0	2	0	1	2	0	2	0	1	3	4	20
11-15	1	1	0	0	0	3	0	0	1	0	2	2	1	11
16-20	2	0	0	0	0	0	2	0	1	0	0	1	0	6
21+	1	0	0	0	0	0	0	0	2	0	1	5	0	9
Annulled	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>4</u>
Sub-Total	10	2	0	2	0	4	4	0	7	0	4	12	5	50
<b>Sunday-Holiday</b>														
6-10	5	0	0	0	0	2	3	0	2	0	1	3	3	19
11-15	0	0	0	1	0	2	4	0	0	0	3	0	1	11
16-20	0	0	0	0	0	3	0	0	1	0	1	1	2	8
21+	2	0	0	0	0	2	1	0	1	0	0	4	4	14
Annulled	<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>3</u>	<u>0</u>	<u>4</u>
Sub-Total	7	0	0	1	0	10	8	0	4	0	5	11	10	56
<b>February 2021 Total</b>														
6-10	34	18	7	12	6	35	53	12	62	8	9	25	36	317
11-15	17	3	1	7	2	28	31	2	16	4	9	19	24	163
16-20	11	4	8	2	1	16	18	4	10	2	10	13	21	120
21+	19	12	3	9	11	19	18	6	16	16	31	36	57	253
Annulled	<u>13</u>	<u>5</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>14</u>	<u>6</u>	<u>51</u>
TOTAL	94	42	23	32	20	99	123	25	105	30	60	107	144	904
<b>2021 Year-to-Date</b>														
6-10	36	19	9	16	9	66	78	17	76	11	14	32	50	433
11-15	18	4	2	8	6	43	41	5	22	5	13	20	38	225
16-20	12	4	8	3	2	24	29	5	12	3	12	19	26	159
21+	25	14	5	9	11	28	32	6	21	18	36	47	78	330
Annulled	<u>14</u>	<u>9</u>	<u>4</u>	<u>2</u>	<u>0</u>	<u>3</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>14</u>	<u>8</u>	<u>63</u>
TOTAL	105	50	28	38	28	164	186	34	132	37	76	132	200	1,210
<b>Share of Delays by Duration</b>														
Minutes	BNSF	ME-ML	ME-BI	ME-SC	HC	MD-N	MD-W	NCS	RI	SWS	UP-N	UP-NW	UP-W	System
<b>February 2021 Total</b>														
6-10	36.2%	42.9%	30.4%	37.5%	30.0%	35.4%	43.1%	48.0%	59.0%	26.7%	15.0%	23.4%	25.0%	35.1%
11-15	18.1%	7.1%	4.3%	21.9%	10.0%	28.3%	25.2%	8.0%	15.2%	13.3%	15.0%	17.8%	16.7%	18.0%
16-20	11.7%	9.5%	34.8%	6.3%	5.0%	16.2%	14.6%	16.0%	9.5%	6.7%	16.7%	12.1%	14.6%	13.3%
21+	20.2%	28.6%	13.0%	28.1%	55.0%	19.2%	14.6%	24.0%	15.2%	53.3%	51.7%	33.6%	39.6%	28.0%
Annulled	<u>13.8%</u>	<u>11.9%</u>	<u>17.4%</u>	<u>6.3%</u>	<u>0.0%</u>	<u>1.0%</u>	<u>2.4%</u>	<u>4.0%</u>	<u>1.0%</u>	<u>0.0%</u>	<u>1.7%</u>	<u>13.1%</u>	<u>4.2%</u>	<u>5.6%</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>2021 Year-to-Date Delays By Duration</b>														
6-10	34.3%	38.0%	32.1%	42.1%	32.1%	40.2%	41.9%	50.0%	57.6%	29.7%	18.4%	24.2%	25.0%	35.8%
11-15	17.1%	8.0%	7.1%	21.1%	21.4%	26.2%	22.0%	14.7%	16.7%	13.5%	17.1%	15.2%	19.0%	18.6%
16-20	11.4%	8.0%	28.6%	7.9%	7.1%	14.6%	15.6%	14.7%	9.1%	8.1%	15.8%	14.4%	13.0%	13.1%
21+	23.8%	28.0%	17.9%	23.7%	39.3%	17.1%	17.2%	17.6%	15.9%	48.6%	47.4%	35.6%	39.0%	27.3%
Annulled	<u>13.3%</u>	<u>18.0%</u>	<u>14.3%</u>	<u>5.3%</u>	<u>0.0%</u>	<u>1.8%</u>	<u>3.2%</u>	<u>2.9%</u>	<u>0.8%</u>	<u>0.0%</u>	<u>1.3%</u>	<u>10.6%</u>	<u>4.0%</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%

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

Data for most recent month is final (03/23/2021) version from TOPS.